

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 117.—Vol. V.]

LONDON: SATURDAY, NOVEMBER 18, 1837.

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Reversionary Interests, Shares in the Reversionary Interest Society, in the Cornwall Min. a Investment Company, and in several Valuable Mines in Cornwall.

MR. C. WARTON'S NEXT PERIODICAL SALE.
BY AUCTION, will take place at the Auction Mart, on Wednesday, the 19th inst., at Twelve o'clock, and will include VALUABLE REVERSIONARY INTERESTS in 1250 and 2000 Shares in the General Reversionary Interest Society: One hundred shares in the Cornwall Mines Investment Company, paying dividends of ten per cent.; also SHARES in IMPORTANT MINES, viz., Carn Brea, East Pool, Wheal Kitty, Tamar, Trebrasset, East Wheal Strawberry, Treleigh Consols, and Cornwall Great United Mines. Particulars may be now had, at the Mart; of James Roe, Esq., solicitor, 5, Ely-place, H. B. B. and of Mr. C. Warton, Auctioneer and Estate Agent, 25, Threadneedle-street.

VALUABLE MINE SHARE IN EAST POOL, CORNWALL.
Paying Dividends of nearly £40 per annum, and rapidly improving.
MR. C. WARTON is directed peremptorily to Sell by Auction, at the Mart, on Wednesday, the 22d inst., without any reservation whatever (to meet an early payment) ONE 128th PART OR SHARE IN EAST POOL MINE, situate in the best mining district in Cornwall, adjoining the rich and celebrated Mines of Wheal Crofty and Carn Brea; and paying dividends of £12 10s. with great regularity every four months. A new engine has lately been erected, and large quantities of ore raised.—Particulars may be now had at the Mart; and of Mr. C. Warton, Auctioneer and Estate Agent, No. 25, Threadneedle-street.

GLAMORGANSHIRE.—To be LET on LEASE, and entered upon immediately, the VEINS of COAL, Stone Coal and Cannel, under those Farms called Ynys-y-Geinon, Ynys-y-Ci, Penyrhys, Penyrhys, and Craig Forest, situated in the Parish of Kilbybble, containing upwards of SEVEN HUNDRED ACRES. Two veins have been opened and worked by level. There is no coal-pit timber required, the roof being excellent. There is a railroad communicating with the Swansea Canal, which is distant about 400 yards from the colliery, and from thence to the seaport of Swansea is ten miles. The celebrated Cavin vein of stone coal lies near the whole of this estate, and there is an engine erected over it, and a pit sunk thirty-five yards, being more than half the calculated distance from the vein.—For further particulars, and view of the sections and plans, apply to Mr. Thomas Thomas, Solicitor, Swansea.

WENDRON ROYAL MINING COMPANY.—TO BE SOLD
by Private Contract, either together or separately, the MINES belonging to this Company, known by the names of Wheal Whidden and Ruby and Garidina Mines, the whole being situate in the parish of Wendron, in the county of Cornwall; together with two Steam-engines and Machinery thereon: viz., at Wheal Whidden, a 48-inch cylinder Steam-engine now in full working order, Shears, Capstan, Capstan Rope, two Water Stamps Wheels, and all other necessary and requisite machinery, buildings, and materials for the immediate production of the Mine; and at Ruby and Garidina Mines an entirely new 60-inch cylinder Steam-engine, capable of being put to work in about six weeks, with Shears, Capstan, Capstan Rope, and necessary and requisite buildings, machinery, and materials. Parties desiring to treat for the same are requested to send sealed tenders to Mr. GILSON, solicitor, Truro, where inventories and orders to view the Mines may be obtained; or to Messrs. Annesley and Reade, solicitors, John-street, Adelphi, London, on or before the 8th day of December next.
Truro, November 8.

SOUTH-EASTERN RAILWAY COMPANY.—The HALF-YEARLY MEETING of the proprietors will be held at the office of the Company, 10, Coleman-street, London, on Monday, the 27th of November instant, at One o'clock in the afternoon precisely.
P. ST. L. GREENFELL,
Chairman of the Board of Directors.
Railway Office, Coleman-street, Nov. 8.

SOUTH-EASTERN RAILWAY COMPANY.—Notice is hereby given, that the TRANSFER BOOKS of this Company will be CLOSED on Friday the 17th inst., and will remain closed until Monday, the 27th instant.
By order of the Directors,
J. S. YEATS, Sec.
Railway Office, Coleman-street, Nov. 8.

CONTRACTS FOR WORKS.
MIDLAND COUNTIES RAILWAY.—The Directors of the Midland Counties Railway Company will MEET at the Rail's-head and Anchor Inn, Loughborough, on the 22d day of December next, at Eleven o'clock in the forenoon, to RECEIVE TENDERS for the remaining unportion of their works, being the part of the Rail way lying between the R. Trent and Leicester, and the Bridge over the Trent. The whole length of Railway is Twenty-two Miles and Nine Chains, which, for the convenience of Contractors has been divided into Five Lots.
The Bridge over the Trent (which forms an additional lot) will consist of three arches of one hundred feet span each, with abutments of stone, and the arches of cast-iron.
Plans, Sections, and Specifications, with Drafts of the Contracts, may be seen at the office of Charles Vignoles, Esq., 4, Trafalgar-square, London; or at the office of Mr. Woodhouse, Civil Engineer, Loughborough.
Printed forms of Tender may be obtained at the before-mentioned places, or at the Company's office, Leicester, and no others will be attended to.
Leicester, November 8. By order, J. F. BELL, Secretary.

CONTRACT FOR WORKS.
LONDON AND CROYDON RAILWAY.—The Directors will meet at their office, 1, Bank-buildings, London, on Thursday, the 14th day of December next, at Twelve o'clock at noon, to receive TENDERS for the construction and execution of the following works on the London and Croydon Railway, viz.,
FORREST-HILL CONTRACT.—Extending from a cross-cut marked on the ground in the line of the Railway on Dept. Rd. Common, in distance one mile seventy chains, or thereabouts, from the junction of the Greenwich Railway, to the crossing of a road in the parish of Lewisham, leading from Dulwich to Southend and Bromley, near the Dartmouth Arms Inn, being a length of one mile seventy-eight chains and a half, or thereabouts; and also the construction of two additional Bridges, one situated half a chain, or thereabouts, and the other seventeen chains, or thereabouts, to the north of the above-stated limits.
SYDENHAM CONTRACT.—Extending from the before-mentioned road, leading from Dulwich to Southend, to a public house called the Joy's Salubers, at the crossing of a road leading from Norwood to Bromley, in the parish of Croydon, being a length of two miles seventy-six chains, or thereabouts, these being the last works remaining to be let on this railway.

The respective Contracts will comprise the execution of the whole of the requisite earthwork, brickwork, masonry, culverts, drains, and all other works within the limits of the Contracts respectively. And in the case of the first-mentioned contract, the Building of the two additional Bridges before-mentioned, except the fencing and ditching on each side, the ballasting of the road, and laying the permanent rails and sleepers thereon.
Plans, drawings, and specifications may be seen on application at the office of the Company, 1, Bank-buildings, on and after the 13th day of November, 1837.
The Company will not bind themselves to accept the lowest tender.
By order of the Directors,
November 7. R. S. YOUNG, Secretary.

SARDINIAN MINING COMPANY.
Capital 100,000, in 2,000 shares of £5 each. Deposit 10s. per share.
BANKERS.—Messrs. Cocks, Biddulph, and Co., Charing-cross.
This Company was established for the purpose of completing and carrying into operation the Iron Works at Sixt, in the Duchy of Savoy, and for working the valuable concessions from the Crown of Sardinia, of the Iron, Copper, and Lead Ores, and Coal, extending over a district of about 250 square miles. The Furnace at Sixt is adapted for making Iron by means of Charcoal, and will be in blast next spring. The Company also possesses an exclusive patent for manufacturing Iron-wire and screws for the whole Duchy of Savoy.
Since the formation of the Company several veins of Iron Ore of superior quality, varying from nine to thirty feet in thickness, with beds of Anthracite Coal, both running through the whole valley of St. Gervais (about ten miles) have been opened. St. Gervais is within the concessions, and possesses the following advantages:—It lies at the junction of two Rivers, which never freeze—it has easy communication by good roads with the North of Italy—the Rhone, and thence to the South of France, Geneva, and by means of the lake, with Switzerland and the North Western parts of France. The surrounding country is fertile, the climate mild, labour and provisions are cheap, all necessary materials for erecting Iron-works are found on the spot. Bar-iron may here be manufactured at less than £8 per ton, whilst it is selling in Savoy from £24 to £32—in Switzerland at £22—and in France at £18 per ton. It is, therefore, intended to erect other works on a large scale at St. Gervais immediately, for which purpose the capital has been increased, and to make iron upon the plan of Mr. George Crane, the use of whose Patent has been secured. Specimens of the Ores, Pig and Bar-iron, made at Sixt, and the reports may be seen, and Prospectuses procured, at the offices of the solicitors, Messrs. Leeks and Wells, No. 2, Charlotte-row, Mansion-house, London, to whom applications for shares, post paid, must be made.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT.
To Shipowners, Captains of Vessels, and all interested in the prevention of Mildew in Canvases.
Anti Dry-Rot Office, 2, Lime-street-square.
The Directors of the Anti Dry-Rot Company have the satisfaction of placing the following convincing testimonial of the efficacy of Kyan's process for the prevention of Mildew in Canvases, before the public:—
"Sir, On my late voyage to Madras in the ship Claudine, I was induced to send as much canvas as would make an awning, in doing which, I put in two cloths of the same canvas unprepared, and am happy to state that, after a very short trial, the superiority of that which had undergone the process was quite manifest; and in about a month after it was made, it was obliged to be kept rolled up for about thirty-six hours in Madras Roads; when again spread, the prepared canvas was uninjured, the unprepared quite black.
The above awning is now lying at Messrs. Gilmore and Co.'s, sailmakers, Limehouse, and is left out for the inspection of any one wishing to see it.
I am, Sir, your most obedient servant,
"CHARLES KEMP, Com. of the ship Claudine."
Jerusalem Coffee-house, Nov. 8."

BRITISH TIN MINING COMPANY.—Whereas, at a Special General Meeting of Shareholders, held at the George and Vulture Tavern, on the 14th inst., for the Election of Five Directors for the ensuing year, a Ballot was demanded on the said Election. Notice is hereby given, that the said Ballot will be taken on Tuesday, the 28th inst., at the office of the Company, where the list of Candidates may be seen; and the Shareholders are reminded that they must produce their Shares on or before the day of Ballot, and leave them till the day after. The Ballot will commence at Eleven, and terminate at Three o'clock precisely.
W. CODNER, Secretary.
Adam's-court, Broad-street, Nov. 15.

CORNWALL GREAT UNITED MINES.—Notice is hereby given, that, agreeably to the Conditions and Regulations of the Company, a Fifth CALL is now made of THIRTY SHILLINGS per share, to be paid on or before the 20th day of November, to Messrs. Masterson and Co., Bankers, London; or to Messrs. B. Haywood and Co., Bankers, Manchester; and to no other party or parties whatsoever.
On behalf of the Committee,
THOMAS CROSS, Manager.

ROYAL POLBEROU CONSOLS MINING COMPANY.—Notice is hereby given, that any New Shares (created on the 14th of April last) in this Company upon which the Fourth Call of ONE POUND per share, due on the 20th ultimo, be not paid on or before the 25th instant, will be liable to FORFEITURE.
By order of the Board,
T. V. WILLIAMS, Sec.
37, Old Broad-street, Nov. 16.

SARK SILVER, LEAD, AND COPPER MINES.—A FEW
SHARES in the above valuable Mines may be procured, on application to Messrs. La Serre and Son, 8, Warrford-court, Throgmorton-street.
* * Capitalists will find the above worthy of their attention, as they have been pronounced by men of great experience to be the best Mines that ever came under their inspection. The ore has been assayed by Mr. LOCKINGTON BURN, of the Assay Office, Gough-square, Fleet street, and reported as being favourable both for Lead and Silver.

ST. NEOT'S AND ST. CLEER CONSOLIDATED MINING COMPANY.—The Directors hereby give notice that they have declared all shares on which the Calls have not been paid FORFEITED, agreeably to the conditions of the Company and the Resolutions of the last General Meeting; and that the holders of such shares cease to have any interest in or be a part of the said company unless it shall be otherwise determined by the next general meeting, of which due notice will be given.
CHARLES ROWE, Hon. Sec.
Devonport, Nov. 13.

TREVORGUS MINES.—The Shareholders are hereby reminded that all shares upon which the last call of One Pound per share, due on the 15th of August last, remains unpaid, are liable to FORFEITURE without further notice—and those Shareholders who have paid the said call are requested to send their certificates to the office, that the same may be endorsed thereon.
10, Broad-street-buildings, Nov. 9.
J. E. MORGAN, Sec.

TINCROFT MINING COMPANY.—LAST NOTICE.—Notice is hereby given, that the few remaining shares on which the Third Instalment of Ten Shillings per share is now due, will be absolutely and irrevocably FORFEITED unless the same be paid, on or before the 24th inst., to the Bankers of the Company, Messrs. Vere, Sapte, and Co., 77, Lombard street.
(Signed) HALL, THOMPSON, and SEWELL,
Solicitors to the Company.
November 13.

UNITED HILLS MINING COMPANY.—The Directors of this Company hereby give notice, that a DIVIDEND of TEN SHILLINGS per share has been this day declared; the payment to commence on Friday, the 1st of December next, between the hours of Eleven and One o'clock, and to be continued on every subsequent Friday. The Shareholders are requested to leave at the office of the Company, on or before the Tuesday previous to the day of payment, a list of their shares, with the numbers and amount of the same.
By order of the Directors,
JAMES SMITH, Sec.
5, Adam's-court, Broad-street, Nov. 16.

WEST WHEEL JEWEL MINING ASSOCIATION.—The Directors of the above Association hereby give Notice, that they have this day made a CALL of TEN SHILLINGS per share, payable on or before the 7th day of December next, which they request may be paid at the Office of the Association, as under, or to the Western District Bank, at Truro, on or before that day.
By order of the Board,
ROWLAND NICHOLSON, Sec.
23, Threadneedle-street, Nov. 4.

WHEAL BREWER MINING, CALSTOCK.—A considerable addition being about to be made to the present Sett of the above Mine, the Directors hereby give notice that all Shares on which the Calls are not paid on or before Tuesday, the 21st inst., will be absolutely FORFEITED.
110, Fure-street, Devonport, Nov. 9th.

WHEAL BROTHERS MINING COMPANY.—The Committee appointed at a Special General Meeting of the Wheal Brothers Mining Company, held at the White Hart Tavern, Bishopgate street, on the 28th of September, hereby call a MEETING of the Shareholders at the City of London Tavern, Bishopgate-street, on Tuesday next, the 21st instant, at Twelve for One o'clock precisely (at which the Directors have been requested to attend), for the purpose of receiving the Report of the Committee with regard to the Origin, Management, and Expenditure of this Company, and to enter into such resolutions, and adopt such proceedings as may be deemed expedient.
Committee-room November 14.

LIFE ASSURANCE.
FAMILY ENDOWMENT SOCIETY.
Empowered by Special Act of Parliament.
No. 12, Chatham-place, Blackfriars, London.
Capital £500,000.

TRUSTEES.
Pascoe St. Leger Grenfell, Esq. | Martin Tucker Smith, Esq.
Henry Porcher, Esq.
DIRECTORS.
Henry George Ward, Esq., M.P., Chairman.
George Alfred Musket, Esq., P. Deputy Chairman.
W. Butterworth Bayley, Esq. | Edward Lee, Esq.
Henry Bowden, Esq. | Major John Luard.
Sir Robert Colquhoun, Bart. | Thomas Willis Musket, Esq.
John Fuller, Esq. | Major George Wilcock.
AUDITORS.
Samuel Arboun, Esq. | Welbore Ellis, Esq. | R. W. Grenfell, Esq.
BANKERS.—Messrs. Smith, Payne, and Smiths.
STANDING COUNSEL.—W. T. S. Daniel, Esq.
PHYSICIAN.—Dr. Roget, F.R.S. | SOLICITORS.—Messrs. Lacy & Bridges.
SURGEON.—Edward Cock, Esq. | ACTUARY.—Mr. W. Lewis.

ENDOWMENT BRANCH.
This, the peculiar feature of the Family Endowment Society, enables parties, at one time, to insure a provision to the whole of their future offspring.
The Premiums may be computed either as certain payments for a specified number of years, or to cease at an earlier period in the event of the death of either or both the parents.
Endowment are also granted to children already born.
To secure to each future child £100 at Twenty-one years of age:—

Ages of		Annual Premiums		if it ceases at	
Husband.	Wife.	For 20 years.	For 25 years.	husband's death.	wife's death.
25	21	£8 18 6	£10 10 10	£10 10 10	£10 10 10
31	25	8 3 7	10 0 0	10 0 0	10 0 0

To secure to each existing child £100 at Twenty-one years of age:—

Age of Child.		Non-returnable scale	Returnable scale	No. of payments.	
		Annual premium	Annual premium		
2	£3 11 3	£3 17 4	19		

LIFE ASSURANCE BRANCH.
Includes Assurances for the whole term of Life, for short terms, for joint lives, for survivorships, and also on an ascending or descending scale.
Two sets of Tables have been constructed, admitting the parties to participate in the profits (four-fifths) or not, at their option.
Annual Premium for assuring £100 for the whole Term of Life.

	Age 20.	Age 40.	Age 50.	Age 60.
With Profits	£2 9 7	£3 3 9	£4 10 6	£6 7 11
Without Profits ..	2 4 7	3 0 3	4 4 9	6 2 5

ANNUITY BRANCH.
Includes the granting of Immediate Annuities on Single or Joint Lives; the securing of Annuities to Wives after the decease of their Husbands, and all other Deferred, Reversionary, or Contingent Annuities.
Immediate Annuity for every £100 paid the Society.

	Age 40.	Age 50.	Age 60.	Age 70.
Payable yearly ...	£12 7	£7 15 4	£7 7 0	£14 18 0
Do. half-yearly ...	6 10 6	7 12 6	10 1 10	14 7 4

The Society purchases Reversionary Property, and advances money on Mortgage, or other Securities.
JOHN CAZENOVE, Sec.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

DIRECTORS.
William Bardgett, Esq. | Robert Eglington, Esq.
Samuel Bevington, Esq. | James Foster, Esq.
William Fechney Black, Esq. | Erasmus Robert Foster, Esq.
John Brightman, Esq. | Alex. Robert Irvine, Esq.
George Cohen, Esq. | Peter Morrison, Esq.
Mills Coventry, Esq. | Henry Lewis Smale, Esq.
John Drewett, Esq. | Thomas Teed, Esq.
AUDITORS.
Edward Bevan, Esq. | Andrew Jopp, Esq.

MEDICAL OFFICERS.
John Sims, M.D., Cavendish-square. | J. E. Smith, Esq., Surgeon, Billiter-square.
STANDING COUNSEL.—The Hon. John Ashley, New-square, Lincoln's-inn.
SOLICITOR.—William Bevan, Esq., Old Jewry.
BANKERS.—Messrs. Drewett and Fowler, Princes-street, Bank.

This Institution is so constituted as to afford the benefits of life assurance in their fullest extent to policy holders, and to present greater facilities and accommodation than can be obtained in any similar establishment. Among others, the following improvements on the system usually adopted, are recommended to the attention of the public.

An ample subscribed capital, invested in such a manner as always to be immediately available when the claims by death arise.

A most economical set of Tables—computed expressly for the use of this Institution, from authentic and complete data—and (with two exceptions only) presenting lower rates of premium than any hitherto offered.

A Table of increasing rates of Premium, on a new and remarkable plan, peculiarly advantageous in cases where assurances are effected, by way of securing loans or debts, a less immediate payment being required on a policy for the whole term of life than in any other office; and the holder having the option of paying a periodically increasing rate, or of having the sum assured diminished, according to an equitable scale of reduction.

A Board of Directors and Medical officers in attendance daily at the office at Two o'clock. Assurances completed and policies delivered within a few hours. References to medical attendants not required when the state of health is unexceptionable; but whenever references are required, the medical attendant of the party consulted on behalf, and at the expense, of the Company.

Females and others, to whom it may be inconvenient to appear at the office, visited at their own houses by one of the medical officers.

Policies effected by persons on their own lives not rendered void in case of death by duelling or the hands of justice. In the event of suicide, if the policy be assigned to a bona fide creditor, the sum assured paid without deduction—if not so assigned, the full amount of premiums returned to the family of the assured.

Policies revived without the exaction of a fine within twelve months, on the production of satisfactory evidence as to health, and payment of interest on the premiums due.

Age of the assured in every case admitted in the policy.
All claims payable within one month after proof of death.
A liberal commission allowed to solicitors and agents.
Extract from increasing rates of premium for an assurance of £100 for whole term of life:—

Annual Premium payable during					
Age.	First Five years.	Second five years.	Third five years.	Fourth five years.	Remainder of life.
20	£ s. d. 1 1 4	£ s. d. 1 5 10	£ s. d. 1 10 11	£ s. d. 1 16 9	£ s. d. 2 3 8
30	1 0 4	1 12 2	1 19 1	2 7 4	2 17 6
40	1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	5 6 3	6 13 7

PETER MORRISON, Resident Director.

On December 1st will be published, in fols. 8vo., with numerous illustrations, price 6s., in cloth, Vol. 1. of

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THE PATENT SAFETY FUZE,
for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."
Manufactured and sold by the Patentees, RICKFORD, SMITH, and DAVIS, Camborne Cornwall.

ADVANCEMENT OF SCIENCE IN STEAM NAVIGATION.

It is with pleasure we lay before our readers an account, which we have been favoured by a correspondent, of the trials of the *William Wilberforce*, which took place previous to her proceeding to Hull, to the great satisfaction of a number of scientific gentlemen who witnessed the performance of the engines. Nothing could surpass the beautiful style in which this vessel passed down the Thames; the engines performing in a manner beyond the expectations of every one on board. The *Wilberforce* is commanded by Captain Wilkinson, and belongs to the spirited and enterprising gentlemen forming the "Humber Union Steam Company," and is for the conveyance of passengers, &c., between Hull and London. She was built by Messrs. Curling and Young, and is considered a first-rate specimen of naval architecture; she is upwards of 200 feet long, and about fifty feet wide over all, and, notwithstanding her immense size, only draws nine feet three inches of water; the engines, which were made by Messrs. John and Edward Hall, of Dartford, under the superintendence of Mr. Francis Humphrys, are most splendid, both as it regards the style of workmanship, as well as their proportions and mechanical arrangements; they are of 300 horse-power, having paddle-wheels of twenty-four feet diameter. But that which gives to these engines a great superiority, and an immense additional power, is the application of Mr. Samuel Hall's (of Basford) patent condensers, which are becoming generally applied to first-class steam vessels, and which, no doubt, ere long, will be found in every steam packet of importance.

On both of the above occasions, the barometer indicated a vacuum in one engine of twenty-nine five-eighths inches of mercury, and in the other of twenty-nine three-eighths inches, the engines making twenty-one strokes of six feet per minute. The advantages attending Mr. Hall's patent condensing engines, in heavy gales and storms at sea, are quite surprising, for it matters not how hard it blows or how heavy the sea rolls, for the same uniform power is maintained as in a calm, and while common engines, under similar circumstances, cannot keep up the vacuum to a higher point than from twenty to twenty-five inches, the patent engines obtain a steady vacuum of from twenty-nine to twenty-nine and three-quarter inches; the cause of this superiority is very obvious, for in the common condensing engine the steam is condensed by a jet of cold water coming in contact and mixing with it, the whole having to be removed by means of the air-pump, the quantity varying from five to seven gallons per horse power per minute. Now, it is well-known to practical engineers, that if so much water were injected as to keep the common engine up to its full power in a rough sea, it is highly probable that the engine will break down, and the vessel be greatly endangered, because in a rough sea these engines will at one moment be running at their full speed and the next be brought up almost to a stand, and as the injection is pouring in as rapidly when the engines are going at a slow as at a fast speed, the engines will be brought up altogether, or a breakage take place, unless the injection water be reduced much below the average quantity required to keep a sufficient vacuum; no such danger or difficulty can take place with Mr. Hall's patent engines, for he condenses through the medium of metallic surfaces, whereby the condensing from the sea never comes in contact with or mixes with the steam. The quantity of sea water required to be injected in a pair of marine engines equal to those of the *Wilberforce* (viz. 300-horse power) is about 1800 gallons per minute, which has to be pumped out of a vacuum by the air-pump, whereas Mr. Hall's engines aboard the *Wilberforce*, have only about twenty gallons per minute requiring pumping out of a vacuum by such pump.

There are many other important advantages resulting from Mr. Hall's patent inventions, such as the much greater durability of the boilers, owing to their being supplied with pure distilled, instead of sea or dirty water, whereby the saline and earthy deposits in them, which must inevitably take place in common engines, are avoided; a great saving of fuel is the result of thus working with clean boilers, which never for months require blowing out, and the consequence is additional room for the stowage of goods in proportion to the reduced quantity of fuel required; a great many more consequential advantages are obtained, but we will confine ourselves to adding those of the avoiding of the well-known nuisance of muddy water from the boilers being frequently showered over the passengers, and of the utter impossibility of an explosion taking place from want of water in the boilers.

We subjoin the following description of the *William Wilberforce* from the *Civil Engineer*:

"We have inspected the new steam-ship, fitted out for conveying passengers between London and Hull, named the *Wilberforce*, lately launched from the building-yard of Messrs. Curling and Young, at Limehouse. We do not remember having seen a finer or more perfectly-formed steam-ship afloat; her length over all, exceeds 200 feet, and her extreme breadth athwart the paddle boxes, forty-six feet. When we inspected her, the draught of water was only seven feet six inches, but without coals or water in the boilers. We were much pleased with her engines, manufactured by Messrs. Hall, of Dartford, and which are now being fixed on board in the East India Dock: we understand that they are the largest marine engines that have been put on board any vessel in the river Thames, and are only second in size to the engines which are now being manufactured for the new steamships building for the American trade. Each of the engines of the *Wilberforce* are of the computed power of 144 horses, having a stroke of six feet, and paddle wheels twenty-four feet in diameter, and eight feet six inches wide. The two foundation plates upon which the machinery stands, are each twenty-six feet long, and five feet nine inches wide, with deep flanges or flanches, and condensing chambers, all cast in one piece, and weighing between eleven and twelve tons. The forged work of the shafts and cranks is excellent, and from their magnitude, such as could only have been accomplished by the powerful machinery, as possessed by the house who supplied them, the Messrs. Acraman, of Bristol. The engines are provided with three cylindrical boilers, twenty-five feet in length, with interior cylindrical tubes or flues, the whole complete weighing between fifty and sixty tons. The chimney is of a novel construction, being enclosed in a jacket, forming an air-tight casing throughout its entire height, the space between the funnel and casing serving the twofold purpose of receiving the surplus steam from the safety-valves, and thus dispensing with the ordinary waste steam-pipe, and of keeping the interior of the chimney at a high temperature, and thereby increasing the draught through it without that excessive and unsightly enlargement of its dimensions which would have been necessary on the ordinary construction. It also prevents the possibility of the sails or rigging of the vessel coming in contact with the chimney. The total weight of the boilers, engine, water and complement of coals for the voyage is estimated at 310 tons. We should have stated that the engines, besides being provided with every precautionary contrivance against fire, bursting of boilers, and other casualties, are also fitted with Mr. Samuel Hall's (of Basford) patent condensers, which have been in successful operation in the *Hercules* and other steamships for nearly two years, and have fully answered the important purpose intended—that of supplying the boilers of marine engines with pure distilled water instead of salt or muddy water, which on the ordinary plan is unavoidable, by which process the internal parts of the engines are not exposed to the corrosive effect of the salt injection water, and salt vapour, as with the common injection engine, and thus their durability, as well as that of the boilers, is greatly increased, while a more perfect performance of the engines is obtained with a diminished consumption of fuel. We are indebted to Mr. Francis Humphrys for a view of the engines, under whose able directions they have been constructed. Mr. Humphrys also exhibited to us a model of an ingenious invention which he has lately made, for avoiding the possibility of marine boilers being deficient of water, or of their injurious expansion by the sudden shutting off the steam from the cylinders, so frequently occurring in navigating the river, or in going in and out of harbours, which causes serious injury to the boilers by straining the rivets, and opening the joints of the plates. The apparatus also renders explosion from under pressure next to impossible: we shall at some other time give a description of this important appendage to steam-boilers. We wish the spirited proprietors of the *Wilberforce* (the Humber Union Steam Company) the full measure of public support, so justly due to them for their liberal and meritorious efforts in providing this costly example of British skill, which we believe will be found to combine every improvement capable of imparting safety and celerity to the ship, and confidence and comfort to the passengers."

LONDON.—London is the largest and richest city in the world, occupying a surface of thirty-two square miles, thickly planted with houses, mostly three, four, and five stories high. It contained in 1831 a population of 1,471,941. It consists of London city, Westminster city, Finsbury, Marylebone, Tower Hamlets, Southwark, and Lambeth districts. In 1834 there entered the port of London 3786 British ships, and 1280 foreign ships; 2669 were registered as belonging to it in 1832, with 32,786 seamen. The London Docks cover twenty acres. The two West India Docks cover fifty-one acres, and St. Katharine Dock covers twenty-four acres. There are generally about 5000 vessels and 3000 boats in the river, employing 8000 watermen and 4000 labourers.

COAL BASIN OF SOUTH WALES.

At the late meeting of the British Association, our fellow-townman, Mr. Logan, exhibited to the Geological Section, a map he has been some time occupied in laying down on the Ordnance survey sheets, of that part of our Coal-basin which is comprised between the vale of Neath and Kidwelly. It represented the outcrops of a large portion of the coal-seams, and the dislocations they suffer from faults; and it was accompanied with a paper on some of the leading geological facts of the district. In this Mr. Logan drew the attention of the Section to the great degree of parallelism existing in the faults, which in general have a magnetic north and south direction, coinciding with the jointed structure of the rocks. He stated that the master-faults appear to run across the whole basin, extending through the mountain limestone, into the old red sandstone, and before meeting a great fault, it is usual to encounter several smaller ones, throwing the measures up or down in the same direction. Minor faults occasionally branch from the larger ones; and, perhaps, in some instances, two very considerable faults will merge into one; but in such cases, both faults throw the measures the same way. The measures often dip at different rates on the opposite sides of a fault; hence it follows that running along its course the downthrow or upthrow necessarily increases or diminishes. There are instances of faults which, while considerable in the middle, diminish to nothing towards both extremities, and of others which, while considerable at the outcrop of the measures, diminish to nothing in the centre of the basin. The faults are seldom quite perpendicular, and in general their underlie is towards the portion thrown down. Hence, it would happen that, where a block of strata lies between two upthrow faults, it would have the form of a wedge with its point downwards. To this general direction of the underlie, there are, however, many exceptions, particularly in the district between the Twrch and Tawe rivers, in the neighbourhood of the limestone, irregularly thrown up in Cribbarth Mountain, where, what the Welsh miners term, "leaves" occur, a leaf being nothing more than the duplication or overlapping of a bed occasioned by a fault dipping at a very acute angle, in respect to the horizontal plane towards the side of the upthrow. The faults are of various breadths, but the magnitude of the step produced in the measures is no criterion of the width, as there are instances where master-faults are not more than a few inches wide, and others where faults producing a step of only a few feet, are said to be a hundred yards or upwards in breadth. But the dimensions of these very wide faults may often be exaggerated, as coal miners are apt to state the width of a fault to be the distance from good solid profitable ground on one side to the same on the other, while, probably, the disturbed part may include several small faults. An important circumstance connected with the faults is, that the coals on the opposite sides are very frequently different in respect to the quantity of bitumen they may contain, and it is remarkable that the coal on the upthrow side usually contains the less quantity. In connexion with this diversity of quality, it is found in some of the principal collieries on the south side of the basin, near Swansea, that, though the lower coal seams retain their bitumen to points deeper in the earth than the upper ones, they begin to lose it at points farther south. Mr. Logan seemed to consider the quality as changed by internal heat. From the widening of the coal basin from Carmarthen bay, towards the east, it is by some supposed that the preponderance of downthrow faults is in that direction. But this is not the case. The preponderance of downthrow is, on the contrary, towards the west, and that to such an extent as to bring in seams at Loughor and Llanelly that do not exist in the neighbourhood of Neath. Mr. Logan mentioned two anticlinal lines in the centre of this part of our Coal-field—one running from Pontardawe by Penllergare to Rhydydd, the other from Loughor, along the Swansea-road, to Sir J. Morris's colliery at Pentre. In the mountain limestone, to the east of Cefn Bryn, there are two geological waves running east and west. The millstone grit appears very decidedly above the limestone, all along the north side of the basin, and it is seen on the south side, at Cil Ifor, near Llanelly, and there the mineral wavelite occurs in it in abundance.—*Cambrian*.

ANTIQUITIES OF THE CRIMEA.—During the last year the workmen employed in making excavations in the environs of Kertch, made some important discoveries. Near the village of Glimsché two monuments were found, one of which appears to be seven centuries older than the other. The tomb, which is comparatively modern, contained a sarcophagus in marble, which was surrounded by valuable objects. Among them is a sort of altarpiece in marble, of a square form, and ornamented with a beautiful relief, representing a disciple of Bacchus, a silver sceptre, a gilt wooden bobbin needle, the remains of a bridge, the bit of which is silver, and a woman's mask in gold, of the usual size, which was placed upon the body of the buried person. There were also several vases in bronze, silver, and gold; and to judge by the Greek letters inscribed upon one of the silver vases, it would appear that this sarcophagus was the sepulchre of the wife of a king Reskoreporis. Several sovereigns of that name reigned at Panticapée. The other monument, which is of a much more ancient date, contained a sort of brick enclosure, in which was found a vase of clay, in which were ashes and burnt bones. The vase is of a very elegant form, and is likely to excite attention from the beautiful drawings upon it. There are—An Amazon on horseback attacking, lance in hand, two warriors on foot, one of which has a helmet, and the other a Phrygian cap. On no other vase previously found in Taurida has there been seen any representation of a similar subject, and this circumstance adds to its value. The horse of the Amazon is white, although the rest of the drawing is red upon a black ground, and this variety of colours is very rare upon Greek vases. The Amazon is not dressed in the costume usually given to female warriors by the artists who lived in the time of Pericles. The style of the drawing altogether gives rise to the supposition that it dates from the time of Panticapée, that is to say, the fourth or fifth century before Jesus Christ.—*Hague Journal*.

INDIAN ANTIQUITIES.—The Museum of the East India Company, in Leadenhall-street, received on Saturday last, a large addition of very valuable antiquities, containing many rare coins. The latter consist of upwards of 3000 specimens from Cabul and other parts of Hindostan, ranging at the foot of the Himalaya mountains, belonging to the several dynasties, extending from three centuries before Christ to about twelve centuries of the Christian era. They form part of the collection made by Mr. Maason, formerly a private in the artillery, but who, deserting from that service, settled in the neighbourhood, where he devoted much of his time to researches into the interesting stores of antiquity which it contains, and who for this, as well as various services rendered to the local government, not only received his discharge, but also a local appointment as resident, of which he has availed himself in continuing his inquiries, many of his specimens having been added to this collection about six months since. The principal part of the coins, which are of copper, bronze, silver, and gold, are in a remarkably fine state of preservation, and many have been previously unknown and undescribed. Amongst the latter are copper coins of Agathocles, Pantaleon, Philoxenes, Lycias, Diomedes, Venones, Hermeas, Eunapheres, &c., princes of the Greek-Bactrian, Syrio-Bactrian, Hindu-Scythian, and Parthian dynasties. The silver coins of Menander are also very numerous, being more than one hundred in number, of various devices, as animals, mounted figures, &c. The coins, up to the time of Azeas, contain two inscriptions, the one in the Greek, and the other in an unknown but, probably, the vernacular language; after which, from the time of Kanerkes, the letters are evidently Greek characters, expressing the native language. Amongst the most rare specimens are silver coins of Alexander the Great, Menander, Eucratides, a circular one of Apollodotus which is unique, all the others found of this monarch being square; as well as of Antermachus, Kermes, and Kadphyses, of whom the gold coins are also numerous. The impression on most is bold, and so perfect as if but recently turned out of the Mint; but many, particularly the copper coins, are mere pieces rudely separated from the bars of the metal, bearing arbitrary stamps. Many of them have been taken from the tops or sepulchral monuments of the Buddhists, where, along with jewellery and other relics, they were deposited in chambers made expressly for containing them. The specimens form no inconsiderable objects of interest in the already valuable Oriental collection contained in the museum of the East India House, and under the able superintendence of Professor Wilson, will be found materially available in adding to our knowledge of the historical antiquity of a highly interesting part of the Indian continent.

CAUTION.—As an old woman was returning from a neighbour's house through a croft in the vicinity of Chacewater, she accidentally fell into an old shaft about five fathoms deep. Besides several cuts and contusions, one half of the poor old creature's head was literally scalped.

AMERICAN RAILROADS.

A singular and wonderful feature of America is her vast and increasing extent of railroads—while the English have almost stood still, contemplating with great complacency the two or three which they have made—the Americans have laid down two thousand miles of railroads, many of them as good for all practical purposes as the Liverpool and Manchester. Many circumstances conspire to assist the Americans in the construction of these roads—the alluvial plains, which often present a dead level for a hundred miles together; the great plenty of timber, and, more than all, the non appropriation of the ground, which enables the projectors to buy it for a trifle, and in the majority of cases to get it for nothing. They have pushed these roads into the very bosom of the wilderness. Like the military roads of the Romans, they hold steadily and straight on through plain and morass, through lane, forest, and river, and across the rugged Alleghanies, and the wild woods that skirt the banks of the Mohawk; and where a few years since an Indian hunter could scarcely force his way, you now dash along at the fearful velocity of twenty miles an hour. Many of these roads have been finished for less than 5000 dollars a mile; the very best of them, made of English iron, and laid down on stone sleepers, have been completed for 29,000 dollars a mile, or about 6000l., which is only one-seventh the cost of the Liverpool and Manchester. The same method and dexterity which marks their steam-boat travelling is also seen here: the engines are nearly all of American construction, having superseded those imported from England, and the engineers seem to have them under better control. There is certainly no unnecessary expense about these railroads. The sleepers are often not filled up, and frequently in passing a deep chasm, or rushing torrent, the bridge is only just wide enough for the rails. Most of these railroads are at present single tracks, which occasion delay when trains meet. The carriages are larger than ours, they are sometimes fifty feet long, and have a deck with verandas. I have often remarked, that American engineers seem more dexterous than English. I have seen a train going seventeen miles an hour stopped in forty yards. The engine carries a large shovel in front, which removes any obstacle lying on the rail. Riding on the engines of a Washington train at night, I saw a cow lying on the rails; before I could exclaim, we were upon her, and I expected a shock, instead of which, the shovel picked her up, carried her a few yards, and then threw her to the roadside, out of the way. I took many opportunities of riding on the engines; wood is burned in most of them—anthracite coal in a few. The cylinders are mostly horizontal, like our own; but I saw several where the cylinders were vertical. There is a fine road from Albany, on the Hudson, to Utica, ninety miles. This road, in a few months, will reach to Buffalo, on the lake Erie, and then a traveller may pass from New York to Niagara, in twenty-four hours. There are railroads throughout all the New England States to every town of importance, and some thousand miles in progress in the south and west. There is the least improvement in the slave states. There is no country where you can cross such vast tracts in so short a time, as in America, and the facilities are every day increasing. The Ohio already joins the Delaware, by a railroad 350 miles long, and in a few years a traveller may be able to pass from the Gulf of Newfoundland to the Gulf of Mexico; from icebergs to orange-groves, in six days.—*Leicester Mercury*.

BRIGHTON RAILWAY.—The public will soon be able to form a more decided judgement on this undertaking than they have been able to do. The united committee, after having encountered much difficulty, have at length put things in a favourable train; they have been joined by the shareholders of the whole of the different lines, and although five places are vacant in the direction, by the retirement of Stephenson's portion of it, these will, in due course, be filled up by most influential and respectable gentlemen. A report on the direct line will be presented at the end of this month by Sir J. Rennie and Mr. Rastrick, and which, we are assured, will fully clear up whatever doubts may at present exist as to this being the only line of railroad which can be carried into effect consistently with the interests of Brighton.—*Brighton Herald*.

MANCHESTER AND BIRMINGHAM RAILWAY.—We are authorised to state, that, in the event of the Manchester and Sheffield Railway being abandoned, it is the intention of the directors of this company to consider carefully the best means of connecting, by a desirable branch, Ashton-under-Lyne and Stalybridge with their intended main line, so as to give to that important and extending district the benefit of a railway communication with Manchester.—*Manchester Guardian*.

MIDLAND COUNTIES' RAILWAY.—At a full meeting of the directors of the Midland Counties' Railway, held at Loughborough on Tuesday, the contracts for the whole of the line from Leicester to Rugby were let to that eminent contractor, Mr. Mackintosh, of London, who has engaged to have the works completed in two years and a half, from the 1st of November. As the heaviest portions of the work are in this line, it is supposed that the entire line will be open in three years at the most, from the present time. The works between Nottingham and Derby are in a course of rapid progress, and it is expected that that part of the line will be opened in little more than a year.

SHEFFIELD AND MANCHESTER RAILWAY.—We have been requested to state (in reference to a paragraph on this subject which appeared in our last,) that the sum of 29,106l. 8s. 10d. mentioned in the report of the provisional committee, was not the amount of expenses incurred, as we stated on the authority of the *Sheffield Iris*, but the total amount of deposits paid, out of which there was a balance remaining of 1,326l. 4s. 5d. We have also been requested to state, that a decided majority of the shareholders are favourable to the prosecution of the undertaking, as the directors know, from the proxies in their possession.—*Manchester Guardian*.

GREAT WESTERN RAILWAY.—The culvert which was constructed at Westbourne-green, over the Bourne, which flows hence into the Serpentine, has unfortunately given way, and with it the embankment, of about twenty feet high, which was heaped upon it, for the purpose of forming a requisite diversion of the Harrow-road. A great number of men are now employed, night and day, in clearing a space sufficient for the passage of the stream, and the erection of a new, and it is to be hoped, more substantial culvert.

GRAND JUNCTION RAILWAY.—The last train from Liverpool of this railway, on Saturday night last, was detained about three miles before it reached Stafford, by the axles of the engines breaking, in consequence of large stones having been maliciously placed upon the rails. No personal injury, however, was sustained. This is an offence so truly diabolical, that we trust the directors will spare no pains in endeavouring to discover the perpetrators. They deserve the severest punishment awarded by the law for a crime which places in jeopardy the lives of so many of their fellow-creatures.—*Stafford Advertiser*.

RAILWAY ACCIDENTS.—A Devonport correspondent of the *Times*, advertent to the late accident on the London and Birmingham Railway, through some heavy substance, probably of iron, having been wilfully placed on the rail, suggests, "in order to prevent a recurrence of such accidents (to which railroad carriages will be constantly exposed), that two strong pieces of iron or wood be attached to the engine, and that they should project a distance of from six to eight feet from the wheels, with the extreme points at an elevation of about one inch from the rails, so that they may turn aside any stone or other substance that may be placed upon them, and which might impede the progress of the engine."

CARRIAGE OF PARCELS BY RAILWAY.—Many of our readers are aware that since the opening of the Grand Junction Railway, great irregularity has occurred in the transmission of parcels to and from London. Although sent by the same conveyance as the letters, they are usually not delivered, either in London or in Lancaster, until a full day after the delivery of the letters; and parcels that were formerly taxed 4s. and 4s. 4d., are now charged 5s. 2d. to 5s. 6d. This is a serious public evil. The coach proprietors say the railway company are in fault, and the latter throw the blame on the coach proprietors.—*Lancaster Gazette*.

A NEW MOTIVE POWER.—After years of labour, and many disappointments, sustained only by patience and perseverance rarely equalled, Mr. James Smith, of Dysart, has completed a machine, which he terms a *gunpowder engine*, and which moves with great ease against a weight of twenty-six hundred-weight on the square inch of the piston, being equal to a column of water a mile and a quarter high. And yet, with this enormous power, the machine is so perfect that not a particle of leakage proceeds from any part of it. Nor is it possible to increase this power by any effort of the person to whose care the machine may be intrusted—a circumstance which renders it perfectly safe. Mr. Smith calculates the saving in the use of his machine as compared with steam to be full eighty per cent., whilst the space it occupies is not one-twentieth of that taken up by the steam-engine.—*Edinburgh Chronicle*.

ORIGINAL CORRESPONDENCE.

TIDE LEVEL.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your Supplement, No. 23, there appears to be published, under the sanction of the British Association, when assembled at Liverpool, "that there is one invariable mean height, common to neap and spring tides—THE HALF-TIDE MARK—a point from which engineers, geologists, and navigators will henceforward commence their calculations, and adjust their standards of comparison." I have reason to believe that, however accurate the conclusion is, with regard to the tides at Liverpool, where the observations were made, it is not correct as to its general application, and I mean to show that the tides generally have not the same elevation of half-tide mark, as applies to any particular locality, nor is the average half-tide mark, nor low-water mark, nor high-water mark at one part of the coast to be depended on as level with the corresponding tide marks on other parts.

More than twenty years ago I had occasion to attend particularly to the tides at Falmouth, and the result of my observations showed differences as much as two and a half feet in elevation on half-tide marks. The rise and fall of ordinary spring-tides there, is about seventeen feet, and ordinary neap tides little more than seven feet, but the several rounds of tides differ as to the mean elevation of the sea, the low and high-water marks, for the same difference of rise and fall, being at greater elevations than others.

At King Road, near Bristol, I observed the tides in the year 1815, and found that the difference of elevations of some half-tide marks amounted to about four feet.

It may be possible, and I think it probable, from my observations, that these differences of half-tide levels, or rather of the mean height of the sea, may be operated on in a regular way, by the power that causes it to vary at different periods; but I am not aware that any observations have yet been made for the purpose of determining the recurrence of such variations, or for ascertaining their causes, and until this be done, no mean-tide level could be determined on. But, after all, such standard level must have reference to some fixed or bench mark, in order to make it useful, and could only be applied to one neighbourhood, as it could not be depended on with reference to tides at any distant part of the coast, which may be exemplified by a reference to the tides between the Land's End and King Road; and although this example may be taken as almost an extreme case, nevertheless, it will serve the better to elucidate the uncertainty of tide marks. It must be evident, that the particular formation and trending of the coast, as connected with the set of the tide, will tend to alter the elevation of the high-water as well as of the low-water marks. The Bristol Channel, from its form, narrowing upwards to the Severn, causes the tidal wave to rise much higher there than at any other part of the English coast; for it may be considered, that the tides at the flood, have a tendency to rush from the Atlantic into the mouth of this channel, with about the same velocity as through the inlets of the English Channel and the Irish Sea; but in the Bristol Channel there is not the same proportion of space to the breadth of the entrance; hence, in their course upward, being confined by the approximation of the shores, they are raised to a height, increasing as the breadth lessens, until they attain sufficient elevation to counterbalance the impulse of the tide. The sea at ordinary spring tides rises and falls about forty-five feet at King Road, yet, the low-water there appears to be some feet above the low-water of the ocean, as the great influx of the Severn at such tides, occasions a great quantity of water to be coming down even at the return of the flood, so that at the time of low-water below the Holmes Isles, the down tides run with such rapidity at King Road as to indicate a great fall, and consequently there is a considerable rise in the tide before it meets the level of the water there; but it must be recollected, that then there will be some fall in the water from the Holmes to King Road.

At Ilfracombe, about the same time as I observed the tides at King Road, the rises and falls were taken by my particular directions, and showed the ordinary spring tides there to rise and fall thirty feet, and the ordinary neaps about fourteen feet.

For reasons before stated, it appears that the level of the low-water at King Road, is higher than the low-water further down the channel. Now, the half-tide mark of ordinary spring-tides at King Road, is about twenty-two feet above the low-water there; at Ilfracombe, the half tide is fifteen feet above low-water, and at the Land's End it is eight and a half feet. Even supposing the low-water mark to be as low at King Road as the other places, then the half-tide there is seven feet above that mark at Ilfracombe, and thirteen and a half feet above that at Land's End; but, in all probability, instead of seven and thirteen and a half, the differences are really about twelve and twenty.

The low-water marks of the corresponding tides appear to present a much better approximation to a true level than the half-tide mark; and these are taken for determining the elevations ascertained in the Trigonometrical Survey of England and Wales, but, it would be desirable for many purposes that the movements of the tides should be better known, which might lead us to a knowledge of a true level, or so near an approximation, as would answer all practical purposes.

I remain, dear Sir, yours truly,

RICHARD THOMAS, C.E.

Falmouth, Nov. 14.

ENGLISH MINING IN THE SEVENTEENTH CENTURY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In a book in my possession, entitled "Mr. Bushell's Abridgement of the Lord Chancellor Bacon's Philosophical Theory in Mineral Prosecutions; London, printed in the year 1659," are to be found some curious particulars in reference to mining. Mr. Bushell, acting on the suggestions of Lord Bacon, appears to have preceded others in the draining of mines by virtue of adits. From the extracts with which I shall furnish you, this may be clearly inferred.

"For our noble friend, Thomas Bushell Esq., these, and the plain demonstrations in your ingenious reasons, to cut north and south through the lowest level of Hingston Down, for crossing all such metal loads as lie east and west, and for freeing the mines from the impediment of water, by which you may verify the old proverb—'Hingston Down well wrought, is worth London town dearely bought.'—and therefore you may rest assured that we shall give our free consents and endeavours to procure other gentlemen of our county (Cornwall) to further your most noble and unparalleled design, that a speedy dispatch may be made thereof for the general good of the nation, which is and shall be ever very much desired by, Sir,

"Your very ready friends and servants,

"Edw. Herle	Phil. Lanyon	John Harris
Chas. Trevanion	Natha. Trevanion	Nich. Sharsell
J. Boscowen	Hu. Pomeroy	John Battersby
Edward Wise	Thos. Grose	J. Tremehere
William Wile	Richard Arundell	Will. Wrey
John Lampen	William Rous	William Coygrave
Chichester Wrey	N. Borlase	Edward Wilcocks
Jn. Launce	Thos. Lewer	John Fathers
Richard Erisey	Fran. Buller	David Haws
Jo. Chatley	John Curyton	

"Nov. 11, 1656."

"A Table setting forth the manner of that great philosopher, the Lord Chancellor Bacon's searching for Metals by making Adits through the lowest Level of Hills or Mountains, and conveying Air into the innermost parts of their Center by Pipe and Bellows; as well as by Art to Mollify the hardest Stone without the tedious way and inestimable charge of sinking Airy Shafts; and is now intended to be put in practice by his menial servant, Thomas Bushell, on Hingston Down and other places, according to his Lordship's command, and the approbation of that great Mineralist, Sir Francis Godolphin."

"First, the true description of Hingston Down, lieth in longitude east and west five miles, with millions of shafts that have been visibly sunk upon several loads of metall by the Romans, Danes, Saxons, Jews, and Britons; and is in breadth 700 fathoms at the basis lying north and south, as well as in depth 200 fathoms from the Beacon perpendicular to the center of that adit now intended."

"The reason why I undertake a work of this nature, and in these parts, is as followeth:

"First, a grateful ambition to discover this nation's mineral treasure. "Secondly, my obliged fidelity to my Lord Chancellor Bacon to practice this his philosophical invention for the general good; and in particular to give new birth to the drooping conditions of my fellow pupils—the poor miners drained and deserted works."

"Thirdly, my cordial desire to serve these western parts with the benefit of so useful a president, I having already practised the same in Wales, and found the fruitful effects thereof."

"The reasons why I begin my Aditt or Aqueducts from Small Coome and Reake Coome to meet underneath the Beacon at the aforesaid Center, is

"First, for that by mine own experience I found not any of our predecessors to search lower than 40 fathoms, so that I am confidently assured that cutting north and south through the aforesaid 700 fathoms, I shall command all the loads, rakes and veins of metall in that hill; and how probable then it may be to discover another Indies out of the drained and deserted works of our nation, by this example, I shall leave to the rational judgments of them who are practitioners in those affairs; especially whether these mine endeavours will not give much hope to verify the old proverb—'Hingston Down well wrought, is worth London Town dearely bought.' For if the riches of those groves in 40 fathom sinking, hath occasioned the aforesaid proverb, as well as the inundation of water hath caused them to desert from their mineral profit, it cannot be denied by common sense or rules of reason, this adit undermining most of the said works 150 fathoms, and then ascending up into their several loads of metall to drain the waters in their old groves, but that it carries the fairest encouragement of probable conjecture to make good the true riches of the old proverb of Hingston Down in this age of ours."

"The reason why I use my pipe and bellows, is—

"First, to convey air into the innermost part of my Aditt without the sinking of any shafts, and preventing the vast expence and tediousness of time, which caused our forefathers being ignorant of this invention, to leave such supposed riches of hidden treasure to us their posterity."

"The reason why I make my Aditt or Aqueducts open 150 fathoms at each end, is—

"First, to facilitate the dispatch of 300 fathoms of the 700, the first year, by the reason of the multitude of hands that may be set on work, which will not be admitted if close; and likewise, it being the shallowest part of the hill, it will require but the same expence."

"Secondly, that the close aditt may be but in length 400 fathoms of the 700, and to shorten likewise the drift of the same in point of time, I begin my Adits at each end of my open trench as counterdrifts to meet each other; and so consequently the whole will be dispatched in half the time; and therefore you may rest assured that I have so maturely calculated the ways and means not only of this great work at Hingston Down, but also of that of Coom-Martin in Devon, Guinop in Cornwall, and Mendyp in Somerset, that I doubt not, but in four years to let a period to all expectations, if God permit, and I have the honour of your well wishes."

I am, Mr. Editor, your obedient servant,

Comprigney, Oct. 31.

WM. MICHELL.

CORNWALL GREAT UNITED MINES.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Some months ago, I attended a meeting of shareholders in the Cornwall Great United Mines. It was then stated that an immense quantity of tin was at grass. A call of 10s. was subsequently made, and now another call of 30s. is made. As I do not know where the office is, I should like to have some information respecting the company.

I am, your obedient servant,

A SMALL SHAREHOLDER,

EAST CORNWALL TIN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I shall esteem it a particular favour in being informed through your valuable Journal, by any of the correspondents of the East Cornwall Tin Mining Association, what are the proceedings of that company.

Your most obedient servant,

London, Nov. 17.

P. P.

[We shall endeavour to meet the wishes expressed by our correspondents above.—Ed. M. J.]

PROCEEDINGS OF SCIENTIFIC MEETINGS.

ARCHITECTURAL SOCIETY.

On Tuesday evening the first meeting of this institution took place, at their rooms, Lincoln's Inn-fields. There was a very numerous assemblage of the members and their friends, amongst whom we observed Richard Westmacott, Esq., R.A., Charles Fowler, Philip Hardwick, Charles Barry, H. Hopper, and J. Newman, Esqs.

W. B. CLARKE, Esq., president (who had been elected for the eighth time), took the chair at nine o'clock, and commenced the business of the evening and of the session, by delivering an address from the chair, in which he stated that the labours of the society for the last seven years and upwards had been directed to advance the scientific purposes of their profession by a liberal intercourse amongst its members, which naturally increases the interchange of ideas, and that this circumstance had already produced much of that liberality of feeling so honourable in every profession—and that the society had already collected much valuable information, which unassociated persons cannot acquire, however favoured or assiduous they may be. It was a deep feeling of the weakness and inefficiency of isolated exertions which led at first to the formation of this society, and now keeps in a state of animation and activity the best wishes for an institution which offers to its members such advantages as are not to be obtained in any other society of architects in this metropolis, or even in Great Britain, more especially so to the unpractised student, who is thus enabled to come in contact with many of the first rank of practical architects, all which must naturally tend to the promotion of the best principles of architectural knowledge; and these, when thoroughly understood and directed by good taste, confer honour upon the country in which they are encouraged and brought to maturity, of which we have memorable instances in the states of Greece and Italy, which have been respected for the works of art produced by their men of genius, long after the political power of these countries had ceased to exist. The lecturer then, by a natural transition, adverted to the superb piles of Gothic buildings still preserved amongst us, so beautiful in style and sound in construction; and he showed how greatly our knowledge of the fine arts is owing to men of learning having given them a right direction, by introducing from other countries the best principles of taste; but, however useful, agreeable, or honourable this art may be, yet it is only during peaceful periods that it can prosper. During long protracted wars these arts become degenerated and debased, but in the days of peaceful prosperity, noble works of art are raised throughout those lands thus blessed with peace. And the president concluded by a hope that our young and virtuous-minded Sovereign will, through a long and happy reign, cultivate the blessings of peace, on which not only the fine arts, but the welfare and happiness of the British nation depend.

After the address was delivered, the curator announced various donations to the library and museum by Messrs. T. L. Walker, H. Duerberg, R. E. Phillips, &c. The subjects were also announced for the students' prizes for the session of 1837-1838.

Mr. O. Jones contributed some casts taken from the Alhambra, which were elucidated by a view in outline of the interior, beautifully etched by T. T. Bury, a member of the society.

Mr. Cowley, of Islington, produced a model of his patent sash suspender and window fastener, which prevent danger to human life in cleaning windows, and prevent the unpleasant noise caused by the shaking of window sashes, especially in windy weather.

PRICE OF COALS IN SCOTLAND.—At a late meeting, held in the Waterloo Rooms, Edinburgh, the Lord Provost in the chair, Mr. H. E. Bell, in moving the first resolution, observed, that coals of precisely the same quality as those now charged 15s. 6d. and 16s. per ton, were sold in November, 1835, at 9s. and 9s. 6d. per ton, thus showing a rise of 6s. to 7s. per ton; a rise of 1s. per ton per month having taken place, until they had advanced to their present exorbitant price. This rise is a matter of serious importance to the community, when it is considered that Edinburgh consumes 300,000 tons of coal annually. The rise which has taken place of 6s. per ton, imposing a burden on the Edinburgh public of 90,000l. annually. We should not have adverted to the subject, had the rise been of less magnitude, or that there were any justifiable grounds; but in the absence of such, for the colliers' strike (which has been referred to) is comparatively insignificant, and consequent upon the advance. We feel it a duty to call attention to the subject: a rise of seventy per cent. having taken place on an article, the consumption of which in the several manufactories must necessarily influence the price of all manufactures, and thus be severely felt by the labouring classes.

COAL IN FRANCE.—Some veins of coal have been discovered in the neighbourhood of Mantes, and close to the village of St. Martin-la-Garenne, which promise to be of considerable value. The celebrated Dolomieu had visited this spot in 1792, in order to ascertain the existence of coal there, that idea having been suggested by the discovery of several layers of bituminous earth, but he was unsuccessful. M. F. Garnier has been more fortunate, and states its position to be immediately under a layer of plastic clay, either greenish or greyish in colour, in a district bearing the marks of many violent convulsions.

MISCELLANEA.

THE SEVERN NAVIGATION IMPROVEMENT.—This company, we are informed, have been enabled to abandon that part of their plan which contemplated the erection of locks and weirs at Gloucester, and they will secure the requisite depth without placing any impediments in the river below Saxon's Lode, which is seventeen miles above Gloucester.—From Staffordshire, which county is deeply interested in the improvement, the company are likely to receive zealous support. At a meeting of the Staffordshire and Worcestershire Canal Committee, last week, it was resolved that the objects of the Severn Company had their hearty concurrence. They subscribed liberally for shares; and at their suggestion the following names have been added to the Provisional Committee:—Sir John Wrottesley, Bart.; Alexander Hordern, Esq., banker, Wolverhampton; John Stokes, Esq., Wolverhampton; J. E. Molineux, Esq., banker, Wolverhampton; Edward Dixon, jun., Esq., banker of Dudley, has likewise added his name to the committee. The Severn Navigation Improvement Company have renewed their application to Parliament.

MONMOUTHSHIRE CANAL.—Amount of Coal and Iron brought down on this company's canal and tramroads:—Quarter ending 30th June, 1837, 147,573 tons of coal, and 30,870 tons of iron.—Quarter ending Sept. 30, 1837, 145,251 tons of coal, and 34,232 tons of iron. Increase on the half year ending the 30th of September, over the half-year ending the 30th of March last, 68,582 tons of coal, and 2174 tons of iron. It is with sincere pleasure we perceive, by the foregoing statement, that the trade of the port is increasing.

WORCESTER AND BIRMINGHAM CANAL.—Notice has been given of an application to Parliament, from this company, for an Act to improve the navigation of the river Severn, by "providing at all times a sufficient depth of water for the navigation of barges, boats, craft, and other vessels navigating the said river."

SHIPPING COMPANIES.—Two new companies are now forming in Stockton, capital 120,000l. each. One is to be called the "Merchants' Shipping Company," the other the "Stockton and London Shipping Company." Such is the prosperous state of the shipping interest in the neighbourhood that nearly the whole of the shares in both companies have been disposed of, although the respective prospectuses have not been issued more than a fortnight.—Sunderland Herald.

THE MINES.—The standard does not advance; consequently the hopes of our miners are less buoyant than they were. The new company does not appear over anxious to realise a working stock, but purchases sparingly; this, perhaps, is among the reasons why the standard recedes rather than advances. Other, and stronger reasons may, no doubt, be assigned; as the lateness of the season, and the consequent additional expence and risk of freight; and above all, the gloom which still pervades commercial affairs generally. Indeed, looking at the numerous causes which, not only at home, but throughout the world, have for some time served to depress the standard, and still tend to depress it, we should be glad to bargain for its fluctuating between 110l. and 120l. during the winter months. Our mines generally maintain their ground; and some are reported to be improving, as North Roskear, Cook's Kitchen, and Tin Croft; while at South Towan the prospect is said to be very materially improved, particularly in the level driving west into the Manor of Nancekuke.—Cornwall Royal Gazette.

DR. CLANNY'S IMPROVED TELEGRAPH.—No machine for making signals, or numerical symbols can, with propriety, be called a Telegraph, unless it be adapted to express a sufficient number of letters so as to form words, not only in one, but also in every written language, and by which words and sentences may be formed expeditiously. We have much pleasure in stating to our readers that Dr. Clanny, of Sunderland, has so improved his Telegraph, that the advantages hinted at above are now completed, and at the trifling expence of fifty shillings for each station, if the station be ten or even twenty miles. This Telegraph is not to be patented.—Newcastle Journal.

IRON VESSELS.—We noticed, a short time ago, the arrival at Alexandria (after a passage of eighteen days steaming from Liverpool) of the iron steam yacht, *l'Egyptien*, constructed at the Birkenhead iron works. Letters have, we understand, been received respecting her by the *last* Malta packet, stating, that she had made two voyages from Alexandria to Candia with government despatches, and was afterwards tried on the Nile, under the direction of one of the Pacha's admirals, attended by a number of officers, whose report of her qualities were so satisfactory, that, on the 17th September, the Pacha and his suite embarked on board her, and proceeded up the Nile to Cairo. The voyage of this vessel out to Alexandria, and the fact of her having been twice subsequently employed to convey government despatches on a passage of considerable length and difficulty, prove that the compass on board her acts with perfect accuracy, and that iron vessels can be constructed of sufficiently light draft of water to render them suitable for the navigation of shallow rivers with the model and strength of sea-going steamers.—Aldon.

DREADFUL ACCIDENTS.—It is our painful duty to record the particulars of a dreadful accident which occurred on the Leicester and Swannington Railway, by which a fine steady youth of 16, named John King, a "breakman," was killed. The body presented a shocking spectacle, the foot being crushed in a most dreadful manner. The engine is detached from the train at the entrance of the tunnel, from which point, to the station at the west bridge, the railway forms an inclined plane, so that the waggon require no assistance from the engine. To check the velocity of the train "breaks" are attached to each waggon, and the attendants (who are termed "breakmen") are provided with a wooden lever to enable them to exert more force on the break, the lever (or "breakstick," as it is called) projecting considerably over the side of the waggon when the break is "pinned." Instead of standing at the end of the waggon (where there is a projection) and placing the foot upon the breakstick, the breakmen have been in the habit of sitting on the breakstick, a fearfully dangerous method of riding, which cannot be too severely reprobated, particularly as it generally happens that they ride backwards, thus effectually preventing them from seeing any obstruction which might chance to be in their path. When the last train arrived at the mouth of the tunnel, the engineer, John McCree, detached the engine as usual, and proceeded to the station, leaving the train of waggon to follow under the care of the deceased and another youth named Job Grant. The latter was sitting on a breakstick attached to the second waggon, while the deceased was similarly placed on the fifth waggon. On arriving at the North Branch (leading to Soar-lane), Grant received a slight blow on his back from the end of a waggon projecting from that branch into the main line (the waggon not being run far enough along the North Branch), and almost immediately afterwards the deceased was knocked off his breakstick by the same projecting waggon and thrown under the train, the wheels of which severed a portion of his right foot. He died immediately afterwards.—Three men, named Wm. Darbyshire, Marsh, and Parr, were returning upon a lorry on the line of the Manchester and Liverpool Railway, to Manchester, and were in the neighbourhood of Patricroft, when a train of carriages came up on the parallel line. Darbyshire said that he would hold on by the train; and it being a common practice for the luries to be drawn by the trains coming or going, he gave a signal to the engineer, who held out a fire-hook for him to seize hold of. He failed in his object, however, and the hook slipped and fastened upon the lorry. The latter was thrown over by the jerk, and the three men were thrown from the lorry. Unfortunately, Darbyshire fell across the line upon which the train of carriages was going, several of them went over him, and his head was completely cut off by the wheels. His companions were not much hurt. He has left a widow and three children.—Manchester Guardian.—A melancholy accident occurred on the estate of T. Baradwood, Esq., of Holmbush. Three men were digging stone in a pit, and suspecting that all was not right, two of them went to the top to examine the surface; on reaching which, they found that it was giving way, and immediately called to their companion to make his escape, but unfortunately not in time to save his life, as an immense mass of earth fell upon him to the depth of five feet. His companions saw him fall, knocked down, as it was supposed, by the violent concussion of atmospheric air, before the mass of earth reached him; and on being dug out, his face was found completely indented into the ground below.—Brighton Gazette.—As some men were engaged at Wheel Fortune mine in raising a lift from under ground, the capstan rope broke at the surface, which, shocking to relate, the fall of the lift and coils of rope down the shaft swept away three men, who fell into about twenty fathoms of water. They have not yet been brought to the surface, nor is it probable that they will be, until the water is "forked."—Cornwall Royal Gazette.



TO BE SOLD BY PRIVATE CONTRACT, the Fee-simple
and inheritance of all that desirable FARM, called TRETOIL, in the parish of Lanivet, distant two miles from Bodmin, four from Lostwithiel, and now in the occupation of Mrs. Spargo, widow; containing a Dwelling-house, Barn, Stable, and other convenient out-houses, an Orchard, and about thirty-seven acres of good arable, meadow, and pasture land, on which is discovered a very rich course of Copper, yielding about 20 per fathom, to one-quarter part of the adjoining farm. Application to be made to Mrs. Susannah Henwood, Rosewin-row, Truro, or to Captain Paul Rabey, Mine Agent, Redruth, from whom further particulars may be obtained.—Nov. 16.

EASTERN COAST OF CENTRAL AMERICA COMPANY.—A SPECIAL GENERAL MEETING of the Debenture-holders of this Company will be held on Thursday, the 23rd of November instant, at Twelve o'clock precisely, at the George and Vulture Tavern, to take into consideration certain advertisements, which have appeared in the public papers relative to the Poyais Securities, and to adopt such measures as shall be deemed expedient thereon; also, upon other business of this Company.
By order of the Directors,
LEONARD S. COXE, Sec.

WHEEL BROTHERS MINING COMPANY.—The Directors hereby give Notice, that a SPECIAL GENERAL MEETING of the Shareholders will be held at the White Hart Tavern, Bishopsgate-street, on Saturday, the 28th inst., at One o'clock precisely, for the purpose of taking into consideration the steps necessary to be taken in consequence of the refusal of the Landlord to waive the alleged Forfeiture of the Mine.
London, Nov. 11.

MEETINGS OF SCIENTIFIC BODIES IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
London Electrical	Adelaide-street	Saturday	7 P.M.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Linnean	Soho-square	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	8 P.M.
Medico Botanical	32, Sackville-street	Wednesday	8 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
R. Society of Literature	St. Martin's-place	Thursday	4 P.M.

SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.
MONDAY, 20th Nov.—Colonies and Trade, at eight, on Sir J. Jamieson's sample of wine from New South Wales; after which, Correspondence and Papers, on the Volume of Transactions, and other matters.
A. ALKIN, Sec.

PUBLIC COMPANIES.

MEETINGS.	
Cowarch Lead Mining Company	Mr. Cope's office, Birm. Nov. 18..... 2.
Wheal Brothers Mining Company	City of London Tavern..... 21..... 1.
Hayle Consols Mining Company	6, Freeman's-court, Cornhill..... 22..... 1.
Northern and Eastern Railway	Tottenham..... 23..... 1.
South Eastern Railway Company	10, Coleman-street..... 27..... 1.
West Treadwell Mining Company	London Tavern..... 28..... 1.
British Silver, Lead, and Copper Co.	London Tavern..... 29..... 1.
CALLS.	
Grand Junction Railway	51..... Nov. 20..... Barclay and Co., London.
Cornwall Great United Mines	304..... 20..... Masterson and Co.
Trevelyan Mining Company	11..... 27..... Williams, Deacon, and Co.
Preston and Wyre Dock Company	331..... Dec. 1..... Spooner, Attwoods, and Co.
West Wheel Jewell Mining Co.	108..... 7..... Office; W. Dist. Bank, Truro
Northern and Eastern Railway	27..... 9..... Masterson and Co.
Wheal Lenoy Mining Company	28..... 6d..... R. K. Frost, Launceston.
London and Havre Steam Packet	51..... 18..... Smith, Payne, and Co.
Birmingham and Derby Junction	51..... 16..... As former calls.
Glasgow, Paisley, and Greenock	31..... Jan. 10..... Greenock; Lond. & West.Bk.
DIVIDENDS.	
Imperial Brazilian Mining Association	108..... Office..... Nov. 23
United Mills Mining Company	108..... Office..... Dec. 1
Cowenry Canal Company	241 per share, for half year.
Warwick and Birmingham Canal	814..... ditto.
Warwick and Naptun Canal	714..... ditto.
Gloucestershire Banking Company	101.
Northamptonshire Banking Company	52.
Rock Life Assurance	51.
Alliance British and Foreign Life Assurance	

NOTICES TO CORRESPONDENTS.

We must decline inserting "W. T. C.'s" manuscript, which contains little else than gratuitous assumptions and erroneous views.
"H. P." received.
In consequence of an accident, we are compelled to defer the Reports of the Meetings of several Public Companies.
"Alkali" anon.
ERRATA.—In Dr. Pring's letter on a "Substitute for the Safety Lamp," in our last Journal, in the fifth line, for "mind" read "merit"—fourteenth line, for "is brilliantly" read "it brilliantly"—twenty-third line, for "them" read "than"—sixth line from the bottom, for "sealed" read "sealed."

THE MINING JOURNAL, And Commercial Gazette.

LONDON, NOVEMBER 18, 1837.

The gradual improvement in the prices of mineral produce which has taken place within the last few months, is a circumstance highly gratifying in itself, and becomes of still more importance, if looked upon in what we trust is its real character—the forerunner of a period of general and permanent prosperity. At the beginning of the present year, a deeper gloom prevailed over the commercial world than was perhaps ever before known—prices were ruinously low, yet still continued falling; and bad as was the existing state of things, there was evidently impending a crisis still more severe, before any amelioration could be anticipated.

In this general stagnation, the mining interest could not fail to suffer greatly—experiencing in the short space of one twelvemonth a transition from the highest apparent prosperity to the severest, and by many the most unlooked for, depression. That the prosperity to which we have alluded, was in itself of a transient and fallacious nature, was ever our opinion; for to confound prosperity with high prices and consequent excessive speculation, has too often been shown by the course of events to be a serious and fatal error. While these prevail, many, undoubtedly, benefit by them, but they are ever followed by a re-action, most sweeping and injurious in its effects, of which we have too recently had an example.

In periods of unusual excitement and speculation, the mining interest is sure to be an especial sufferer—dazzled by the "glorious uncertainty" of mining operations, and allured by the rich harvest which occasionally attends them, the public become willing dupes to the exaggerated and often fallacious representations of the prospectuses for new companies, which, on such occasions, are daily brought forth. Of such a state of things, many, of course, are always ready to take advantage: the would-be miner, the sanguine speculator, and the designing jobber, are at once brought into the field; and even the man of real knowledge and experience is too apt to be swayed and borne away by the prevailing tide of public feeling.

The numerous mining concerns, which are the offspring of the state of things we have now described, are alike sources of loss and disappointment to those who embark in them, and of positive injury to the mining interest itself, from the great temporary demand for labour which they occasion, and the consequent rise of wages and increased price of mining materials. Were they to be attended with the degree of success anticipated by the sanguine or designing projectors, a still more injurious result would follow, for the prices of mineral produce would be so greatly lowered by the new sources of supply, that mines hitherto prosperous and paying dividends, might be unable even to pay costs; in fact, a complete

revolution of mining property would be the result. Happily, however, this contingency is so very remote, that we need not dwell any longer upon a subject so full of alarm as it would otherwise be.

The temporary inconveniences above noticed are now, however, removed by time: labour and materials have at length found their true level again, and hopeless and incautious undertakings have dropped off one by one, till a sort of equilibrium is again restored, and we may entertain reasonable hopes of most of those concerns which have weathered the storm, and are still in operation, should their affairs be conducted with proper judgment and economy—the two great desiderata in mining undertakings.

It is, however, in the general aspect of commercial affairs, and in the increased confidence and activity which now prevails throughout the commercial world, that we ground our most sanguine expectations of the renewed prosperity of that important branch of national industry to which this Journal is devoted. We have lately seen the mining interest suffer the most severe depression—not so much in consequence of over production, or of any vicious principle inherent in itself, as of an overwhelming course of events, including alike within its influence the commercial, the manufacturing, and the monetary interest. During the late depression this was an argument on which we strongly insisted; when looking forward beyond the temporary gloom which surrounded us, we ventured to predict the speedy return of a better state of things; and so far events have fully justified our views, for precisely in proportion as business generally has revived, the price of mineral produce, and the demand for it, have increased—and we look forward with confidence to a continuance of this improvement, till fully remunerative prices shall be again obtained.

Conducted on sound and rational principles, the production and interchange of commodities, which constitutes the basis of all *bona fide* commercial transactions, cannot fail, excepting under very peculiar circumstances, to produce a fair profit, and to enrich all parties concerned. It is, indeed, this very accumulation of wealth which occasions those periodical excesses of speculation and excitement to which we have alluded; and the best security we can have against their recurrence, is the recollection, fresh as at the present moment, of the pernicious effects and wide-spread injury which they invariably produce. While this salutary influence still lasts (and years must pass away before it will be effaced), we can have little doubt that affairs will continue to improve, and that commercial prosperity will be at length completely re-established.

Reasoning on these broad and general grounds, the truth of which will not, we are convinced, be disputed, we hope shortly to see the mining interest fully recovered from its late prostration, and restored to a state of complete prosperity, for it is only during the most violent disarrangements of the commercial system, that the demand for mineral produce can, to any very important extent, be interrupted. The state of the iron trade for the last few months will sufficiently illustrate this position. During the terrible stagnation which prevailed sometime since, the price of iron fell to little more than half what it previously had been, and would indeed have gone lower still, had not the well-judged and combined efforts of the iron masters so far reduced the make, as to prevent consequences so ruinous to themselves. During the late revival of business, the iron trade has recovered from its former depression with a celerity which is truly astonishing, and now exhibits a scene of activity which contrasts most strongly with its languid state a few months ago.

The improvement in the standard of copper has not been so rapid as in the price of iron; still, however, it has been decided and progressive, and would probably have been more strongly marked, had not the late high prices had their natural effect in stimulating the production of foreign mines. The general improvement has been shared by tin, although, we regret to say, not by any means in an equal degree; and the price of lead has also advanced, so as to form an approach to a remunerative value, below which it had sunk for some time during the late depression. All things considered, we believe, then, we are fully justified, not only in hoping, but in confidently expecting a gradual return of prosperity to the mining interest—a prosperity which is likely to continue for years without receiving a similar interruption to that which has so lately been experienced.

We consider it indispensably necessary that some line should be defined for the government of "Public Companies," whereby the absent shareholder may be put in possession of the proceedings at the general meetings which are held, and on which occasion is submitted an *exposé* of the state of their affairs, and a balance-sheet, showing the receipts and expenditure. Our attention has been directed to the subject, from the circumstance of a meeting having taken place this week, of the shareholders in the "Rhymney Iron Company," but at which we were not permitted to be present. One of the pleas for our exclusion being, as we were given to understand, that it was a *private* company, and that to communicate through the press the statement of their accounts, would be to furnish to their rivals in trade information injurious to the general interests of the proprietors. We shall confine ourselves to one or two brief observations on the present occasion, and return to the subject next week.

This company possesses a capital of 500,000*l.* (the greater proportion of which is already paid up), divided into 10,000 shares, which are distributed throughout England and Wales, being quoted in the London, Liverpool, Birmingham, and Manchester share markets. Under such circumstances, we must express our surprise, that the opinion should be arrived at, that it is a company, the proceedings of which should be *private*, while, by its prospectus, the public were invited to take the shares—and the calls on which are publicly announced. The objection to the statement of their affairs being communicated through the press, is so futile, as hardly to merit notice, inasmuch that the proprietors who have the advantage of attending these meetings, must be well aware that all information can be acquired by becoming a small holder of shares in the Company. As we have already observed, the subject is one of infinite importance to the public and shall not be lost sight of by us.

We insert in our paper of to-day, a letter from a Correspondent on the subject of Tide Levels, which in some measure impugns a statement which appears to have been published under the sanction of the British Association, "that there is one invariable height common to neap and spring tides—THE HALF-TIDE MARK." If Mr. THOMAS is right in his view of the subject, the Association appears to have adopted too hastily a conclusion, which, as far as regards the tides at Liverpool, may be just, but will not generally apply; nor can it be used as a comparison with the tides at any distant place. It would be very desirable to have standard level points fixed at various parts of the coast, for the purpose of comparison, and for determining the accuracy of levelling operations; and this object, which we believe is contemplated by the Association, might possibly soon be accomplished, if the matter were taken up by competent persons. We shall be glad to be favoured with any data or opinions of navigators, engineers, or others acquainted with the tides, and shall feel much gratified should these remarks lead to further examination of the subject alluded to by our Correspondent.

We observe, with regret, that the discussion in the Legislative Assembly of Brazil, on the reduction of the gold duty paid by the "Imperial Brazilian Mining Company," has terminated less favourably than we had hoped—a reduction of only five per cent. having been decided upon. This will, however, afford some relief to the Company, who will doubtless persevere in their applications at an early period, when, from the liberal sentiments expressed by several of the deputies, and the strong arguments brought forward by the friends and agents of the Association in favour of a repeal of the duty, we may still hope for the further reduction of ten per cent. We are glad to find that the absurd imposition of a permanent tax upon the mines of the Company has been finally abandoned by the Chambers.

THE FUNDS.

CITY, FRIDAY EVENING.

The announcement of the East India Company of their intention to pay off their bond or floating debt, has had the effect of lowering the rate at which the bonds and Exchequer Bills were before negotiable. The Consols Market and heavy Stocks, however, advanced, closing at 93½ money and account. The Three-and-a-half per Cents. Reduced Annuities 100½, and the New Three-and-a-half per Cents. 101½. Bank Stock 212½ money. India Bonds 38 premium. Exchequer Bills 45 47 pm.

The Foreign Market has undergone but little variation. Spanish Bonds being quoted 20½ with the May Coupons, and 19½ ex Coupons. Passive Bonds 4½, and Deferred 6½. Portuguese New Bonds 32½, and the Three per Cents. 22½. Brazilian Bonds 82½. Colombian 25½. Mexican Five per Cents. 23½; and the Six per Cent. ditto 28½. French Five per Cents. 109½, and the Three per Cents. 81½. Danish Bonds 72½. Dutch Stock 54½; Old Fives 101½ 102; New Loan 100½.

In Shares business continues to be of a limited nature, and we have not any remark to make on them. Railway shares are heavy, although better prices are obtained in the country than those quoted in the London market. The following are the latest quotations:—Great Western Railway Shares 10½ 11 premium; London and Brighton 2½ discount; Rennie's ditto 7s. 6d. to 8s. each; Birmingham 58 prem., and the quarter share 16½; and Greenwich 2½ dis.

Bank of Australia Shares 18 premium; British North American Bank 2½ discount; National Bank of Ireland 2 dis.; and the Provincial Bank of Ireland 15 premium.

REDUCTION OF INTEREST ON INDIA BONDS.—The court of directors of the East India Company do hereby give notice, that the Company's Home Bond Debt, now bearing interest at the rate of four per cent. per annum, will be discharged on the 30th of June next, from which day interest will cease.—That the holders of Bonds of 100*l.* each, or upwards, to an extent not exceeding one-half (1,760,000*l.*) of the whole debt, may exchange their Bonds for New Bonds, to bear interest at the rate of three per cent. per annum from the 30th of June next, up to which period the present interest of four per cent. per annum will be paid: the interest upon such New Bonds not to be reduced, nor the principal to be discharged, or demanded, except after a notice of twelve months.—Holders who may desire to take advantage of this arrangement, must leave their Bonds at the accounts branch of the Secretary's office in this house on or before the 1st of January next: the Bonds to be classed in Lists, according to their letters and numbers, and the signature and place of residence of the bearer to be stated in the several lists.—In case the whole amount tendered by four o'clock on the 1st of January, shall exceed 1,760,000*l.*, then such proportion only of the amount tendered as the said sum of 1,760,000*l.* may bear to the whole sum offered, will be exchanged.—The Bonds left will be returned to the parties on and after the 8th of January, and such of them as are to be exchanged will be so marked, and will accordingly be exchanged on and after the 30th of June for New Bonds, according to the terms of this advertisement.—The amount in excess of 1,760,000*l.* will be absolutely discharged on the said 30th of June next.
East India House, Nov. 15. JAMES C. MELVILL, Sec.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93½; Exchequer Bills, 45 47; East India Bonds, 33 35; Dutch Five per Cents., 101½ 2; Ditto Two-and-a-half per Cents., 54½; Portuguese Five per Cents. 32½; Ditto Three per Cents., 22½. Railways:—Brighton, 2½ per share; Great Western, 11 12 pm.; London and Birmingham, 55 58 pm.; New, 16½ 2 pm.; Southampton, 16 15 dis.; New, 10 11 pm.

LONDON, NOV. 17.—Metals remain the same as last week, with little business doing, except in spelter, which is firmly held for 15*l.*

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM AUGUST 22 TO NOV. 14, INCLUSIVE:—

LIABILITIES.	ASSETS.
Circulation.....£18,344,000	Securities.....£23,985,000
Deposits.....10,242,000	Bullion.....7,432,000
	£28,586,000
	£31,417,000

SWANSEA.—The copper trade is very brisk, and the trade of the port, for the time of the year, wears a very cheering aspect. It is not the time to expect heavy shipments in the coal trade, but upon the whole the collieries in the neighbourhood have very little reason to complain. There is an immense demand for the Craigola coal for steam-engine purposes; and the superior anthracite of the vale of Tawe is not brought down in sufficient quantities to meet the demand. In culm there is of course an overplus just at this time, but only, as usual, to wait the spring and summer shipments. It is confidently hoped that the harbour will be placed upon its new footing of floating docks, &c. at an early period.—*Cardiff Chronicle.*

NEWCASTLE.—The corporation of Newcastle have resolved to build a quay, one thousand feet long, at which there will be twelve feet of water at low water mark, for which they have granted the sum of 19,700*l.*—*Tyne Mercury.*

DERBYSHIRE.—A correspondent who has visited the different mining districts in Derbyshire last week, reports that the trade in lead is as prosperous as it has been known to be for a number of years. The demand was steady and the price remunerating, being about 19*l.* per fother.—*Doncaster Gazette.*

QUICKSILVER MINES OF ALMADEN.—The Minister of Finance, announced to the Spanish Cortes on the 3d inst. that, agreeably to their decision, he had notified to M. de Rothschild that his contract with the Government for working these mines would expire on the 7th May next. The *Hanau Gazette* observes, "that the annulling of the Rothschild quicksilver contract by the Cortes, had created a profound sensation in Frankfurt, where the measure was looked upon as a first step on the part of Spain, towards cancelling both her Active and Passive debts."

PROCEEDINGS OF PUBLIC COMPANIES.

ST. JOHN DEL REY MINING COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the offices, 8, Tokenhouse-yard, on Friday, the 17th inst.

JOHN D. POWLES, Esq., in the chair.

The advertisement convening the meeting having been read, the CHAIRMAN said, he was happy to say things were wearing a better aspect at the mines than when they last met; the mine had been entirely opened out, and their thirty-two stampheads were fully employed, as they had found that there was a superabundance of ore, which only required machinery to make it available; they had word from Mr. Herring, that by about December next they would have thirty additional heads, and had no doubt whatever but these would be immediately fully employed also, so that a proportionate increase of produce could be calculated upon. The amount of produce of the last half-year, ending June, exceeded the former by 5533 oitavas, and now averaged about 4000 oits. per month. The amalgamation process had lately been discovered to be incorrect, notwithstanding which it gave a profit; it, however, had been referred to Captain Cotesworth, of the Cata Branca Mine, who had no doubt that the process would ultimately prove successful. The expenditure for the last half-year had been about 7000*l.*, but a great portion of that, he (the chairman) said, was contingent.

Major RAWLAND said, he did not wish to throw cold water upon what the chairman had stated, he was glad to hear the reports were favourable, but he would beg to insist upon the recommendation of the committee offered at the last meeting, about the amount of expenditure, and the manner in which it was accounted for. In the prospectus, it was stated by the former owners, that they could make the mine profitable with an outlay of 19,400*l.*, yet this company had already been at the expense of 31,518*l.*, and had not yet attained that desirable object—their expenditure had been 6200*l.* a-year, whilst that of this company was 13,700*l.*; he read an extract of the committee's report, complaining of the manner in which the accounts were kept, by which they could make nothing of them—and he had been told by a director if they wanted the accounts kept better, they must pay more money for clerks; so that whilst they were paying 895*l.* a-year for clerks alone, they must be told that if they require the accounts to be kept properly they must pay still more; he thought it quite improper, and urged that economy should be observed; he had intended, indeed, to have moved a resolution for another committee, but he had been dissuaded from that measure, as it might be construed into an act of hostility; he would, however, recommend that the directors should present a more perfect account of the affairs of the company, and would move, "That in future the reports and documents be printed fourteen days prior to the meeting of the proprietors, that the shareholders may be enabled to come to the meeting with a full knowledge of their contents."

The meeting appeared fully to concur in what Major Rawland had said, and, after some desultory conversation, passed the resolution.

Mr. BAYLEY expressed his wish that all things might be made as public to the shareholders as the directors were able, that they might, at all times, be in possession of what transpired relating to the company.

The DIRECTORS said they had always followed such course, and meant always to pursue it.

The CHAIRMAN expressed his hopes that at the next meeting there would be no display of hostile or party feeling among the proprietors, and that all things would be done in a quiet and business-like manner.

Thanks having been voted to the chairman, the meeting adjourned.

RHYMNEY IRON COMPANY.

A private meeting of the shareholders in this company was held at the offices of the company, 7, Lawrence Poulteney-hill, on Wednesday, the 15th inst.

H. ROWLES, Esq., in the chair.

We regret our inability to report the proceedings at this meeting, having received, on application for admission, a reply, politely conveyed, stating that it was the pleasure of the meeting, that no publicity should be given to their proceedings—we could, therefore, only express our regret, and retire. We hope, however, in our next number, to be in a situation to give the substance of the report submitted.

WEST WHEEL BROTHERS MINING COMPANY.

A special general meeting of the scripholders was held at the company's offices, on Saturday, the 11th inst.

CHARLES WILKINSON, Esq., in the chair.

The object of the meeting, that of determining on the dissolution of the company, in accordance with the resolution passed at the preceding meeting, having been submitted by the chairman, a conversation ensued, which in the end terminated by the resolution for the company being dissolved, being carried unanimously. We shall next week give a full report of the proceedings.

NEWPORT DOCK COMPANY.

The general half-yearly meeting of this company took place on Thursday, the 2d inst., and was numerously attended by the proprietors.

R. BLAKEMORE, Esq. M.P., in the chair.

The chairman, with his usual perspicuity, called forth and afforded all the required explanations, to the satisfaction of the meeting.

R. J. BLWITT, Esq., the worthy member for the boroughs, expressed his determination to assist, as far as lies in his power, the completion of the undertaking, being satisfied that nothing would tend more to the general prosperity of the town and neighbourhood than the opening of a floating-dock, which the chairman very aptly designated a national object, as its results will be to place Newport on the scale of one of the most important and flourishing ports of the kingdom.

It was resolved to create 150 additional shares, to be first offered to the gentlemen interested in the property and trade of the port; and the meeting after passing a well-deserved compliment to the respected chairman, adjourned to Thursday, the 14th December next.

CHELTENHAM AND SWINDON RAILWAY COMPANY.

The half-yearly meeting of the proprietors in this company was held on Friday, the 10th inst., at the Masonic Hall, Cheltenham; on which occasion a very respectable body of proprietors attended.

W. H. HYETT, Esq., in the chair.

The report of the directors alluded to the general prospects of the company, and set forth the advantages of commencing immediately with that part of the line between Cirencester and the communicating point with the Great Western Railway; and it stated that the Great Western Company had entered into an agreement to rent the proceeds of that part of the line at 17,000*l.* per annum, being about 7 per cent. on the estimated cost of the formation. The directors had not thought it prudent to close this agreement or their own part, conceiving the proceeds of this part of the branch likely to be more profitable, but they had so far closed with the proposition as to make it binding on the Great Western Company, while it was left optional to accede to it on the part of the directors of this line till within six months of its being opened.

AUSTRALIAN AGRICULTURAL COMPANY.

A general meeting of the proprietors in this undertaking was held at the company's house, King's Arms-yard, Coleman-street, on the 6th inst., for the purpose of declaring a dividend, and on other affairs.

J. SMITH, Esq. (the governor of the company), in the chair.

The CHAIRMAN stated the objects of this meeting, and informed the court that the directors had agreed to recommend that a dividend should be declared of 15*s.* per share. The accounts of the coupons which had been prepared, would show that their affairs were in a most prosperous state. It was, however, well known that matters wholly unconnected with Australia would probably render the company's receipts less productive than anticipated. He alluded to the depreciation in the value of wool in this country. After alluding to the valuable services of Col. Dumaresq, the company's commissioner in Australia, he (the chairman) referred to the increasing importance of the coal mines in the colony belonging to the association. The amount realised by the sale of coal raised from the company's estates was far greater in 1836 than in the previous year. In this branch of the company's affairs a progressive increase must arise year after year, so long as the colony proceeded in its giant strides towards improvement. The grounds upon which the directors re-

commended a dividend of 15*s.* in the pound, would be shown by the financial statements which would now be read.

The secretary read the balance sheet of the company, from which it appeared that the revenue arising from the sale of coals, live stock, produce, &c., in the colony, was 12,552*l.* 15*s.* 8*d.*, and the expected receipts from 493 bales of wool, the produce of the company's flocks now in this country, would be 10,208*l.* 5*s.* 6*d.*, making a total, with the previous balance in hand, of 26,646*l.* The expenses of management in the colony had for the last year been 13,498*l.* 7*s.* 2*d.*, and in England 1174*l.* 9*s.* 7*d.*, making a total of 14,672*l.* 16*s.* 8*d.*, leaving a balance of 11,795*l.* 11*s.* 7*d.* applicable for the dividend and a reserve fund.

The CHAIRMAN and the DIRECTORS, in reply to questions, stated that the sales of coal for Van Diemen's Land had fallen off, coals, as it was understood, having been raised there. The newly located grounds were exceedingly fine for pasturage, and the flocks were in the best condition. A dispatch received that day from the colony was read, and it is stated that the quality of the company's stock was highly prized in the colony.

Mr. HART DAVIS (a director) replied in answer to questions that the company's flocks amounted to 50,000 or 52,000 sheep, independently of the produce of the present lambing season.

The dividend was then agreed to, and the court adjourned.

MINING CORRESPONDENCE.

ENGLISH MINES.

CORNUBIAN MINE.

Nov. 4.—In handing the report of this mine to-day, I beg to observe, that the western counter, at the sixteen fathom level, is not so rich as it has been for some weeks past, but the lode is large and kindly. No alteration in the eight fathom level, on the east counter, or on the middle lode. We have holed our new engine-shaft, and I expect that, by the middle of next week we shall get the shaft completed to the bottom of the sixteen fathom level. We have now (besides the fifty tons that are sampled) twenty tons of lead dressed, and fifteen tons undressed.

Nov. 11.—In giving the report of this mine to-day, I have to inform you that the sixteen fathom level, on the west counter, is not rich at present. The lode is looking kindly, and I expect that we shall have a good lode there soon. Our eight fathom level, east counter, is looking better; we have broke good stones of lead there this week. Same level, on the middle lode, seems to be improved, though not rich. We have raised this month near fifty tons of lead, and have dressed this week about eleven tons, and have a dressed eighteen tons; and to state the quantity we now have, I should say it exceeded 100 tons; and after we have two more levels down, I think this quantity may be raised monthly. I suppose that Mr. Michell will take the remainder of the month to get the engine to work, after which we shall proceed immediately to sink for a new or twenty-four fathom level.

J. BORLASE.

WEST WHEEL JEWEL MINING ASSOCIATION.

Nov. 13.—Buckingham's Diagonal shaft is now down ten fathoms one foot under the thirty fathom level; the lode is about fifteen inches wide, composed of yellow ore, fluor-spar, and peach. The leader of ore in the south part is not quite so large as when we wrote last—its present value in sinking the shaft is from 10*l.* to 11*l.* per fathom. In the thirty fathom level, west of Hodge's cross-course, the lode is about eight inches wide—the greater part of it is yellow ore. Our pitches are re-s, as you see on our setting day's report, at the following tributes, viz.: to two men, for two months, at 5*s.*; two at 7*s.*; two at 8*s.*; two at 10*s.* 6*d.*; and two at 12*s.* in the pound. Wilkinson's engine-shaft, sunk three and a half fathoms in the past month; the lode is two and a half feet wide, composed of good ore—at this time speedy for sinking; it is now twenty-five fathoms under the surface. We have forked the water in Old Roselobly shaft as deep as the back of the Old Men's level—there is one driven east, and one west, and a cross-cut driven south; we have also drawn away the Old Men's lift in the past week, and we expect it will take a fortnight more to clear it up.

M. WILLIAMS.

BOLBUSH MINING COMPANY.

Nov. 13.—I beg to inform you that the sinking of the engine-shaft proceeds regularly, and we are now eight fathoms and a half below the eighty fathom level. I have the pleasure of informing you that our anticipations, last week, of an improvement in the eighty fathom level west, has been fully realised; the lode is now two feet and a half wide, producing four tons of good ore per fathom. The lode in the stopes, in the back of this level, continues very good, producing three tons and a half of ore per fathom. There is no alteration in the eighty or twenty fathom levels east. The cross-cut at the seventy-two, towards the Flap-jack lode, has been driven ten fathoms and a half since it was resumed—the ground continues hard. We hope to get prepared for sampling against the 16th inst., although the weather has been much against the dressing.

S. SECCOMBE.

GWINKAR MINING COMPANY.

Nov. 11.—It affords me satisfaction to be enabled to state, that our prospects in the ten fathom level, west of Harden's shaft, continue good; and that during the past week we have been raising from the end a quantity of tin stuff. I am also enabled to report, that we have cut the south lode at the twenty fathom level, and that the appearances of the lode, which is from eighteen to twenty inches wide, afford encouragement to expect it will prove productive in depth. I beg to remind you, that the deepest level we have at present in the mine is not so deep as the adits in some mines in the neighbourhood. We are preparing some tin for sale, which I apprised you of in my last.

C. N. BEATER.

ST. HILARY MINING COMPANY.

Nov. 11.—I have nothing particularly interesting to report respecting our proceedings in Wheel Leads in the past week. This has been our monthly setting-day, and I transmit annexed full particulars. I feel gratified in drawing your attention to one fact, that of the lode holding good in sinking our new engine-shaft, from our sixty to a seventy fathom level; it sustains its size and productiveness, and shows prospects of further improvement.

C. N. BEATER.

ENGLISH MINING COMPANY.

Nov. 14.—Annexed is an account of this day's sampling:—At Great St. George 561, Wheel Leisure 193, and Wheel Prudence 170 tons, which I trust will prove satisfactory. Nothing of importance has taken place at either of the mines since our report of the last general setting. The rebuilding of the stack mentioned in my last as having been struck by lightning, is proceeding satisfactorily, and will be completed in a day or two. The engines at Wheel Leisure are mastering the water with great ease.

H. HUMPHRIES.

UNITED HILLS MINING COMPANY.

Nov. 14.—East Diagonal Shaft.—The lode one foot wide, and poor. Adit Level.—The lode in the eastern part of this level is two feet wide, producing good stones of ore. Twenty-five Fathom Level.—In the eastern end the lode is two feet wide, with a promising appearance. In the western end the lode is about two feet six inches wide, producing ore throughout, but low in quality. Ten Fathom Level.—No alteration since last week. Twenty Fathom Level.—The lode in the winze sinking below this level is three feet wide, good ore. Twenty-seven Fathom Level.—Lode two feet wide, and poor. Thirty Fathom Level.—Rising in the back of this level to hole the winze sinking below the twenty fathom level—good lode. Diagonal Shaft.—Lode in the bottom five feet wide, two feet six inches producing ore of a fair quality. Thirty-six Fathom Level.—In the eastern end the lode is large, and still poor—no alteration in the cross-cut. Forty Fathom Level.—Lode five feet wide, ground very hard, producing ore, but coarse in quality.

C. PENROSE.

EAST CORNWALL SILVER MINING COMPANY.

Nov. 13.—I beg to inform you of our proceedings of last week. In the twenty fathom level, on the North lode, it is about six inches wide, composed of white iron, mundaic, and fluacan. The lode in the twenty fathom level, on the south lode, is about twenty inches wide, composed of fluacan, white iron, and mundaic. I think, from the appearance of the lode, it is the main one of the two, as it is still getting more regular as it goes east. The lode in the back of the ten fathom level, east of Mexico shaft, is about ten inches wide, composed of mundaic, spar, and white iron, and kindly for silver.

JOHN WILLIAMS.

BRITISH TIN MINING COMPANY.

Nov. 10.—Twelve Fathom Level.—We commenced yesterday driving on the lode intersected in Osborne's cross-cut about a fortnight since. I have this day seen the lode, it is from four to six inches wide, producing some good tin, and the ground very easy—35*s.* per fathom. We have no reason to expect much tin where we are working at present, from what we see done. In the adit above, the principal working on this lode is from thirty to fifty fathoms west, where you know they have sunk under the adit from forty to fifty fathoms in length—four men will drive this ground in five months. Thirty-two Fathom Level.—The ground in the west end is very easy, by the lode which has a promising appearance—large, and producing tin stuff, working at 7*l.* per fathom. The ground in the east end by the lode is favourable—lode not so hard as it has been; its appearance is promising, and its yielding tin stuff. These backs, as I before stated, will turn out a great quantity of inferior work by and bye, and should we be so fortunate as to meet with a few fathoms of good lode this size, it would soon reimburse the capital laid out. The stopes, generally speaking, are looking a little better. The number of hands we have now employed are supplying the stamps with work. We shall sample about six tons on Friday, 17th inst., and sell on the 21st.

J. BRAY.

TAMAR SILVER LEAD MINING COMPANY.

Nov. 13.—We are not yet through the slide in the north end, at the 135 fathom level, having been stopping away a piece of the lode, under the slide, in the back of the level, and it has produced a greater quantity of work than we expected; and in the south end, at the same level, the lode remains poor, and from the appearance of the lode, in the level above, we have some short distance to drive before we can expect an improvement. The lode in the eighty-five fathom level remains hard, but is a little ore. During the past week we have broken some good work in the winze sinking from the 115 to the 125 fathom level south of the shaft, but the lode is again unproductive.

R. TRELEASE.

Since the date of my last report, we have had a considerable improvement in a pitch in the back of the 125 fathom level north of the shaft; the lode is now about two feet big, with a course of solid lead about six inches big, and the other parts of the lode are ore. There has been very little done in the new pitches mentioned in last report (the men having been principally employed in clearing up the sluicks) but, I beg to say, that I still entertain the same high opinion of them as expressed in my last report. Our tribute pitches, generally speaking, are looking better than they have been, and our men are working very well.

BRITISH COPPER MINING COMPANY.

Nov. 15.—I merely write to inform the board that no alteration has taken place in any part of the mine worth noticing, and that we have not yet cut through nor into the lode in the sixty-two west further than we had last week, being obliged to desue the lode before breaking it.

J. STEPHENS.

TINCROFT MINING COMPANY.

Nov. 15.—I am glad to say, we have still a good course of copper ore in the 132 fathom level west, and also in the two pitches over it. The lode in the shaft is getting more ore as we sink this part of the mine, i.e. about the sump, which some time since was comparatively poor, but is now become a very promising part. We are fully persuaded we have a great deal of ore discovered in this part of the mine already, and are still laying open good ore ground. The ground in the 122 east, is a little more favourable, and the lode a little more promising. The ground in the 110 is not quite so favourable, lode not so large as usual, but still, it will more than pay for itself. Our stopes in the back of the 100 are still looking well for copper, with some tin. Pitches in back of ninety, and back and bottom of eighty-one, are looking very well, indeed, very much improved since my last, in one pitch especially—working at 5*s.* to 20*s.*; the men are likely to do very well. Several other pitches have very much improved since the last setting day, in places which have been left idle for months. We have discovered a good branch of ore in the seventy-two east, exactly over where we have a good course of ore in the back of the eighty-one, so that we may calculate on its holding through; if so, we have a great deal of ore in this part of the mine also. Not to enter into every particular, on the whole, our prospects continue good. We shall sample about 900*l.* worth of copper ore this day week, and about eleven tons of tin next Friday. We hope to make our quantity of tin this month much the same as last—about eighteen tons.

WILLIAM PAUL.

TRELIGH CONSOLS MINING COMPANY.

The ground in the cross-cut, at the forty fathom level, towards Maria lode, from the engine-shaft, is hard, but not ungenial for copper. As yet we have no symptoms of the lode, but I hope to see it before sending my next report. In the twenty fathom level, on the north lode from the cross-cut, at Williams's, we have no alteration. In this part of the mine we have four pairs of tributaries working, and getting wages. At Christie we are got ready for driving the twenty fathom level; the appearance of the lode is promising, particularly in the west end. Shauger shaft, under the thirty fathom level, and each end, continue poor, but the thirty west is nearly under the ore gone down from the level above. The twenty fathom level, on each lode west, is improved, and I have no doubt of having another bunch of ore in each of them. The winze from the ten fathom level, on the north lode, is likewise looking well, and when holed, no doubt, will leave a piece of good tributaries ground. The winze under adit 14 down to the junction, and will soon communicate air to the ten fathom level, from which I purpose continuing to the twenty fathom level, which will come down on the 5*s.* pitch. Our sampling will be on Tuesday, the 21st inst.; the quantity will exceed what I have named, and I hope in the next two months to do the same.

W. SINCOCK.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Nov. 13.—Johnson's engine-shaft is now about three feet below the fifty fathom level, and the ground still remains poor for sinking. In driving east, on Johnson's lode, at the fifty fathom level, the ground is harder than mentioned last week, but still the lode shows a promising appearance. There is no material alteration in either of our pitches or bargains since last week's report. We shall sample, on Wednesday next, parcels of silver lead ores, computed thirty-eight tons, of good quality.

H. RICHARD.

EAST WHEEL STRAWBERRY MINING COMPANY.

Nov. 13.—In reporting to you to-day, I beg to observe that the summer has been employed in changing the lifts since Wednesday last, and will be completed in a few days. The lode in the twenty-four fathom end is much the same for tin and size as last week. The lode in the sixteen fathom is rather increased in size, but not quite as well for tin. The lode in the winze, sinking at this level, is three feet big, but rather poor. The lode in the winze, at the nine fathom level, is not quite so well as it was last week. The prospects of the tributaries are not changed since last reported.

F. EVANS.

FOREIGN MINES.

MEXICAN MINING COMPANY.

Nov. 17.—The directors have received (via New York), from the agents of the company, in Oaxaca, the duplicates of the dispatches which are expected by the Mexican mail due on the 20th instant. These dispatches are dated the 12th of September, and are completely confirmatory of those received by the last Mexican mail, the substance of which was communicated in the last Mining Journal, more especially as relating to the new process lately introduced at the hacienda of Socorro, for the reduction of the poorest class of ores by gold pan amalgamation and concentration; the second trial of which, with 1000 cargass of ores, from the halvas of the Purisima mine, in every respect similar to the former ones, has turned out equally well with the first trial; so uniformly so, in fact, that the agents conclude their advice on the subject of this trial, as follows:—"Thus, therefore, we may, with some degree of confidence, state our conviction, that the success of concentrating poor ores has been attained, and may be extended with material benefit to the company." In other respects, the advice received by this opportunity, especially those relating to the mines San Francisco, San Ensiguido, and Jesus Maria, confirm the former ones. The level of Soledad having been completed to day-light, within the period anticipated by Mr. Kurtz, in his report of the 8th of August, and, on the junction of the level and counter level, being found perfect in all its parts—so that good ventilation, and cheap extraction of the rubbish to be removed, in prosecuting the level of Soledad, under the old workings of the San Francisco and San Ensiguido mines, had been completely attained. The adit of Jesus Maria was also pushed forward as actively as the nature of this important trial work would admit of.

J. M. MAUDE, Secy.

MOCAUBAS AND COCAES MINING COMPANY.

Cocoes, Sept. 3.—I am happy to say, that the hope expressed in my last letter, is realised. There is every probability, if not certainty, that we have cut a new vein. On the 1st inst., one of the best samples taken from the Rasgado was washed, and gave 2 ozs. 1 oit. 67 grs., and on the day following, another from the same place, which yielded 1 oz. 1 oit. 4 grs. They were taken four to five fathoms south of the vein No. 3—say of the stopes of the vein No. 3. Captain's Hitchens and Trelvar are both of opinion that this may be the same vein on which, in Halford's fifty fathom level, some old workings were found, about two fathoms deep. It is supposed to take its course from that to Bird's shaft, passing to the south of the stopes of No. 3. As it may be interesting to you to see the quality of the gold, I enclose a few of the grains taken from the above-mentioned samples. Should it fortunately prove to be the vein seen in Halford's fifty fathom level, we may have some thirty-seven fathoms of backs between it and the ten fathom level, and we have reason to believe, that in the entire of this distance there are no old workings.

On the 2nd inst. we washed up the tank of the stamps, and the crassas of Bird's crassas, which gave a joint produce, inclusive of the samples mentioned above, of marc 17 6 36.

Produce from Cuiba for August, 6 lbs. 6 ozs. B. H. MACDONALD.

IMPERIAL BRAZILIAN MINING COMPANY.

Rio Janeiro, Sept. 14.—I have the honour to lay before you, by this conveyance, the Opossum packet, duplicate of my last report of the 9th inst. The Imperial Brazilian Mining Association duty question was discussed in the Chamber of Deputies on the 12th inst., and the amendment from the Senate, making the duty 20 per cent., and removing the condition attached to the reduction to 10 per cent., as it passed the Lower House on the 29th May, which fixed the tax upon your mines, whoever might be their future owner, was confirmed. The deputy, Alcibades, moved for and obtained the reading of our memorial of 2d September, and proposed a conference of the two Houses on the question, which was not carried. The gold return from the 19th to the 29th August, shows a momentary improvement in the produce of the mine from the new north vein at Hocheader's shaft. The water sent by the run into some of the levels above the adit has been in great measure removed, as will be shortly all traces of that accident. I have much pleasure in reporting the safe arrival at Gongo of Mr. Alcock, and the party under his charge. The ten miners who came out

by the *Opossum* started on the 30th ult. with the return gold troop, which I could not detain in the uncertainty of the period of my departure.

G. V. DUVAL.

Rio de Janeiro, Sept. 14.—Confirming the preceding duplicate of what we addressed you on the 28th ult., we have now, by the arrival of the *Mary Lyon*, to own the receipt of the original of your favour of the 27th June. The parcel to the chief commissioner has been handed to that gentleman, who is still here, and who gives you particulars of what has transpired in the duty question. It is only for us to regret with you, that the point gained does not go to the extent you sought. We think, however, there is a fair field for the reduction of the remaining 10 per cent. in the course of the next session.

NAYLOR, BROTHERS, and Co.

Total of gold workings, from 1st July to 2d Sept., 147lbs. 10z. 2dwts. 16grs.
Fongo Mine, August 29.—Since the 19th inst. the new north vein over the twenty-seven fathom level, at Aveline's shaft, and the same vein, over the fourteen fathom level, at Hocheder's shaft, have produced some rich ore for the washing-house. The whole of the gold raised for the washing-house has been obtained from this vein. On the 21st we commenced to open two pits at Morgan's shafts, one in the fourteen and the other in the twenty-one fathom level; and in the interim the two ends are idle. We are at present busily employed in clearing the forty-eight fathom level, west of Vesey's shaft, in order to let out the water from the mine. On the 28th inst. we commenced driving west of Aveline's shaft, in the twenty-seven fathom level, on the new north vein. Jennings's shaft, and the thirty-four fathom level, at Lyons's shaft, are at present undergoing repairs, as is also the forty-one fathom level, at Bayley's shaft, and the shaft itself.

N. HARRIS. W. BRAY. W. COLLINGS. T. BLANEY.

MINAS GERAES MINING COMPANY.

Morro das Almas, Aug. 19.—Our works in the mine are going on without any alteration; the sinking was continued, with the exception of a short interruption. The main object in view is the erection of the new stamps, as we are, for the present, unable to stamp a sufficient quantity of ore raised from the main sump. The two wheels of the present stamps are too small, besides being leaky, and badly constructed for the quantity of water in the dry season. We had only eleven heads going during these ten days, but their motion is still slow; they stamp about half the quantity they otherwise would if more power was procured, by the application of larger wheels. Produce up to this day, 1 lb. 3 ozs. 4 dwts. 13 grs.—Total, 22 lbs. 11 ozs. 12 dwts. 8 grs.

Aug. 30.—The main sump is continued in sinking, and the ore raised at present we derive only from this place, the rest is obtained from widening the walls of the former works, which produces a considerable quantity of stuff, intermixed with ore, and as this must be brought to the surface, it is submitted to the stamps. The north end of the landing level is continued to proceed under the Paulina mine, likewise the eastern cross-cut, through the strata of the lying wall. The water for the stamps is still scarce, but has not diminished further during these two months. Considerable progress is made in the erection of the new set of stamps, and, I trust, before long we shall have them completed, and the only delay we may experience, is the finishing of the axle-tree, which must be of a large size, to work twenty-five heads by one shaft. As soon as we have finished the stamps, the mining force will be increased, by placing the men at the stopes both north and south of the sump. Produce up to yesterday, from eleven heads, 2 lbs. 10 ozs. 7 dwts. 7 grs.—Total, 25 lbs. 9 ozs. 19 dwts. 15 grs.

Diary, August 9.—The wheel-pit for the new stamps of twenty-five heads is in progress; a large wall for forming the square is finished this day, and the ground planned for the cutting away the declivity of the mountain; some part of the rock remains still to be removed for the erection of the washing-house joined to the stamps. The frame for the ground-work of the stamps is in progress.

Aug. 10.—Our operations continue steadily; the principal works in the mine are—sinking the main sump, where we make but slow progress; driving northerly on the landing level, and proceeding with the cross-cut on that level easterly to examine the strata in that quarter. The stamps are going continually, eleven heads in number. For some days we had fourteen moving, but so slow that it is more advantageous to work less with greater velocity. Even eleven heads work too slow for the best mode of stamping, and we should easily stamp twice as much if we could give them more power or had larger and better constructed wheels at the two sets—the one which has twenty, and the other only eighteen feet diameter—while there would be a fall for each of from twenty-eight to thirty feet. The new rego is still without water, it being entirely absorbed in the ground on its way to the mine, a distance of nearly a league; I am, therefore, very anxious to see the new stamps completed, when we shall be able at least to triple our present scanty produce, until we have sunk our sump for a succession of stopes, and can work the mine very vigorously.

Aug. 15 and 16.—Our workings are proceeding without interruption, we are still busy in cutting away the rock in the declivity of the mountain in the narrow valley, for the washing-house near the square of the new stamps, which will occupy us another six or eight days before we may commence fixing the ground-work for the stamps and wheel.

Aug. 18.—In the eastern cross-cut, at the landing level, several lines are still met with showing good samples in the bates; this will be continued for some fathoms more, when we shall drive on some of the most productive ores. We have been interrupted in sinking to-day, from the rising of the water occasioned by the breaking of the rod at the sinking-lift during the night.

Aug. 19.—The water is in fork and sinking was resumed this morning. The works at the new stamps are going on with progress.

Aug. 21.—We have been interrupted in the sinking this day on account of the escape of some water in the higher rego during yesterday, causing a very slow motion of the engine during the night, which has lodged a quantity of sandy matter in the stuffing-box. In order to clear the pumps from the extraneous matter, we kept the engine for a few hours idle, and availed ourselves of this opportunity to fix the rest of the friction pulleys to the rod, which were left to be arranged at times when the engine was disengaged, which towards the evening resumed its duty.

Aug. 22.—The whole night and the greater part of this day were required to get the water in fork, when sinking was commenced in the main sump. Considerable progress is made with the erection of the new stamps, and I am looking forward anxiously to the time when they pitch to work. The large axle-tree, of thirty feet in length and three diameter, which we require, will give us considerable trouble as there is no timber (of good quality, Madeira de ley) to be had on the estate, and can not be procured in the neighbourhood; we shall, therefore, be obliged to furnish one artificially by increasing the circumference of a small rone, which augments our work materially, both for carpenters and blacksmiths.

Aug. 23.—The operations are continuing regularly without any novelty. In the eastern cross-cut from the landing level the progress is slow, the strata being close and intermixed with bad quartz strings. In the north end of the landing level we are making some progress; we are about seven fathoms advanced from the last or fourth winze, and there will be about ten fathoms farther to drive to get under the Paulina mine.

Aug. 24.—Sinking is going on without interruption, the ore raised from the lode comes only from the sink; the most part submitted to the stamps is from widening the workings, by taking away both hanging and lying walls, partly intermixed with ores which have been left behind in the former workings, and I now since the mine has been under water for so long a time, these walls were softened and rendered unsafe for the protection of the men at the bottom, they must therefore, be taken off and newly timbered, from which a great quantity of stuff proceeds worth submitting to the stamps, and which must in any case be brought to the surface, whether good or bad.

Aug. 25 and 26.—The works are continuing uninterruptedly—the square for the new stamps and washing-house has been finished at last, which has caused considerable labour in cutting the hole on the declivity of the steep mountain, but the most trouble was to dispose of the stuff from breaking the ground, as there (from the narrowness of the valley) is no place to put it, and we were obliged to have all stones broken into small pieces, to be carried away by the stream, which will then be immediately effected in the rainy season, when occasional mountain streams are accumulating.

Aug. 28.—Commenced cutting the pulvose for the new wheel, and squaring the rock for the carrier of the axle. The carpenters' work at the new stamps is in forwardness, the principal now remaining are the axles and the wheel for the latter. Some progress has been made with the arms and wings.

Aug. 29.—The works are going on in the regular course. I have only to lament the scarcity of water at this time of the season for the present wheels of our stamps, which prevents us from stamping a larger quantity of ore, and increasing our produce. As soon as the new stamps are put up, I intend altering the wheels of the two old stamps to increase their power.

J. C. HOCHEDER.

BRAZILIAN COMPANY.

Cata Branca, Aug. 24.—We continue to proceed with our respective works steadily, and, from the fact of our engines doing less duty, from the extreme dryness of the season, as also the ground tearing a little better, we are getting a little ahead. Nevertheless, perceiving that infinite difficulty will attach to our keeping our present stamps employed constantly, from the impossibility to haul enough with our whims, putting aside the tramming, I have decided on cutting through from the gallery (on referring to the plan, you will observe, immediately over the Alho Major, a piece of lode left standing, which is so termed) to the Lavra (western working): it is about fifty feet above the shallow adit level, upon which the stones broken, after holing, will fall, from whence they can immediately be trammed out. In a short time, I doubt not but that we shall break much ground in this part, and which, I hope, will prove equally good as that we are breaking below. This arrangement will enable me to put many things to rights, which it was impossible to do whilst all the whims were kept constantly day and night going round. The repairing the old stamps has proved a longer job than was

anticipated, but to add to our work, the haulers fell away, they were perfectly rotten. New ones will be completed to-morrow, and I hope to see the stamps at work on Saturday night, at all events on Monday, when I trust to give you a better return than we have lately done. The amalgamators are still going smoothly, on, and with, if possible, less loss of quick-silver. I purpose running them some time yet, perhaps another month, when you shall be informed the particulars.

Sept. 4.—Since my last, the various duties of your establishment have been steadily discharged. On the 25th we commenced cutting through from the Gallery to the Lavra, to which we holed on Friday. I purpose keeping the old stamps entirely upon the lode from thence, so that we shall soon see whether it will answer; if it does, I hope and expect to break enough to keep all our stamps (namely, thirty-four heads) with our present force, and so be enabled to apply the coming party, in the first instance, as labourers upon the many jobs that require to be done, a detail of which I will furnish you with shortly, in order that you may fully understand my proceedings.

Gold return from 6th to 26th August, the produce of twenty-six heads, exclusive of part reserved for amalgamation, 22 lbs. 3 oz. 18 dwts. 19 grs.

The following letters relate to Conceicao:—

Aug. 24.—I have nothing of importance to communicate to you, and will, therefore, on this occasion, only trouble you with the following extracts from Captain Scott's reports, under date the 13th; he says, "With respect to our mining operations, the water in the shaft in the lower level is, as we have had every reason to expect, increasing, but if we can get down a few feet more, we shall then have room for our pumping gear. In the cross-cut, in the bottom of the end, the black jacotinga is coming in. In Paula Santo's shaft, we have had much difficulty in making progress from the water being so quick." The 14th inst., he says, "You will have been informed by my letters of yesterday, that our difficulties in the two shafts had not been overcome; I am, however, happy to inform you, that the points of the laths in Paula Santo's shaft, both in the north-west and south-east corners, are in the clay. That such is not the case in the south-west, must, I hope, occur from that part of the shaft being over the rise, and the laths there in the stuff that had run into it. The securing this part of the shaft thoroughly, as also procuring a good supply of timber as possible before the rainy season comes on, has had my attention." The 19th: "Our mining operations in both shafts have advanced very slowly. In the cross-cut, we on Wednesday, met the back laths of an old level. On Thursday night we cut the red formation, about an inch thick—the whole has been washed; Gold it does show, but that is all. The old level passed appears to be full, I believe it to be one formerly driven from that passing the fathoms to one of those above, to procure air; I shall now proceed, and endeavour to reach the black line in this place. In driving in the shaft in Lage's level, two samples showed, but a single grain in the Batea, but the stones pounded and washed, showed tolerably fair." I only deem it necessary to observe, that having found the line so far south of the shaft is satisfactory, and that I doubt not but that having got the clay in Paula Santo's shaft, the holing to the deep level will be speedily accomplished; after which, and the pumps are placed, the further operations will be, I trust, less difficult.

Sept. 4.—I beg to hand you captain's report for August. This document you will not find very satisfactory; in remarking upon which fact, it is a pity to mention to detain you long. I do not conceive it necessary to seek for and make prominent matters which are irrelevant to the point, with a view to keeping alive the high expectations I led you to entertain of this speculation. I deem it enough, simply to state, that my hopes of ultimate success are in proportion to the difficulties we meet with, and I feel more sure than ever, that the day will come when we shall be amply rewarded for our exertions. The difficulties in Paula Santo's shaft cannot be of long duration, after which all will be comparatively easy work, or if other difficulties should appear, they must likewise be overcome. The nature of gold-bearing lines in jacotinga beds is so familiar to all now-a-days, that I hardly feel it necessary to observe, that our not having found the red line rich when cut, was not at all extraordinary, and that it would have been extraordinary had the black bed been otherwise than poor, as experience has found, that when two or more lines exist, they have almost invariably been found rich and poor together. Trusting that it will soon be in my power to furnish you with better tidings, and, informing you that it is my intention very shortly to proceed to Conceicao, I am, &c.

CANDONGA MINING COMPANY.

August 19.—*Mina de Pedra Bottoms.*—The work mentioned in my report of last week is now completed, and we commenced to sink under the shallow adit last night. I have examined the bottom to-day, and gold is to be seen in some places, but the appearance of another side, nearly flat, coming in from the cross-course, has not allowed us to extract so much as I was led to expect; however, I doubt not but we shall find the lode in its usual regularity under the slide where it is re-appearing.

Mina Mestre Shaft.—We have set about cutting a pit here, in order to re-commence the sinking of the shaft for a new level. A third pair of men has been engaged in placing ladders in cross-course winze, taking up the water from Youtien's cross-cut, and putting a stope over the bottom of the twenty-seven fathom level, to bring the water back to cross-course winze, whence it will be carried down in pipes to the shallow adit, and allowed to run off instead of passing as it now does into the underlie of Ox shaft.

Deep Adit.—The ground in this level is very hard towards the bottoms, but in the upper part of the end it is soft. Since, however, the soil ground has gone down before us, I trust that I shall soon be able to report to you that we are making good progress in a direct line towards the point of our mining operations.

J. DALRY.

August 23.—The above report embraces an account of our proceedings during the last week. Something like disappointment has taken place in consequence of the interruption which we have experienced in meeting with the slide, and beyond this, for the sake of security, we have been induced to spend more time than was calculated on in the completion of our level; certainly we might have begun to sink before, but to have done so with the slightest chance of accident, would have been unwarrantable in the extreme. For an account of things as they now are, I must beg to refer you to the report, little or no change having taken place since the date under which it was written. Gold may be seen, and I may mention that the works of yesterday, viz., 8 oz. 17 dwts. has been the best for the month.

A. F. GOODRIDGE, M.D.

ST. JOHN DEL REY MINING COMPANY.

Aug. 23.—*Amalgamation.*—In my last I said that Mr. Leay despaired of making anything of this process, and that he apprehended a loss in the operation then performing at the arrastre. I am, however, very happy in being able to say, that the same operation show a profit of about 10 per cent. over the usual washing process; but Mr. Leay attributed this to former amalgam remaining within the joints of the arrastre, which would augment the progress of this experiment, so that Mr. Leay still thought ill of the process, and did not wish to have anything more to do with it. I requested the process to be repeated (which has been done), and again about 10 per cent. increase of produce had been obtained. This being the case, Mr. Leay will continue the experiments; and I hope we shall now prove that amalgamation may be introduced in this establishment with advantage. Mr. Leay is now very much inclined to think that an increase of produce may possibly be obtained, and to convince him his former conclusions were wrong.

I have a portion of sand from the streaks ready to send to the Cata Branca for Captain Cotsworth to try in his amalgamating barrels. I determined sending this at the latter part of next month, seeing the good results obtained at Cata Branca from the barrel process, and the confidence which Captain Cotsworth expresses, that it will be equally applicable to our ores.

Sept. 3.—Since I wrote on the 23d ult., I have some satisfactory intelligence to communicate, at least more cheering than any I have hitherto communicated.

Produce.—The produce of the past month is 4519 oits. 33 grs. (43 lbs. 5 oz. 9 dwts. 10 grs. Troy), being the largest produce hitherto made in any month at Morro Velho; and I may observe, that two days of tank produce, or about 150 oitavas are omitted, the experiments on amalgamation having interfered with the tank-washing during these two days, otherwise the total produce would have been about these 150 oitavas higher. The quantity of ore stamped during the month is 885 tons 7 cwt. In my letter of the 30th of March, and following letters, I stated that the produce would rise and keep up beyond its former average; and the produce of every subsequent month has confirmed this. I consider that the last five months produce furnish you with very fair information as to the value of the ores contained in the Bahu and Quebra Panella united mines. Within this period the whole bottoms of the mine have been stope over. The ore has come from the mine pretty pure and unmixed with killas on the whole since; during the last three months, all sinking and driving has been suspended. The average number of borers on the stopes may be taken at forty-two per diem during the five months. The number of stampheads thirty-two, and the average monthly produce (per daily produce book) 3780 oits. 16 grs. This is gold little above seventeen carats fine. By Mr. Leay's diary, the average contents of the ore stamped during the five months is 9 oits. per ton, but this is gold of nineteen carats fine. This last average, 4 oits. per ton, is not quite correct, because we do not know the exact produce for the ores for August, but I have assumed it at fifty-five per cent. loss in the treatment, so it cannot be far out. The reason of the produce of the last month being higher than the others is, that more borers than usual were placed on the Bahu stopes, so that the quantity of ore raised from the Quebra Panella and Bahu have become more equalised, as would follow from what I have said in the preceding letters respecting the power of breaking ore in each of these workings. The average assay gold contents of the ore stamped in August, is 11 oits. per ton, and the assumed produce is 5 oits. per ton; this is higher than it ever has been, and higher than I ever expect, or indeed wish to see it again, that is, supposing the mine stone to retain its present value. When I say I do not wish to see an equal quantity of stone from the united mines supplied to the

stamps contain so much gold, I mean that I desire to see raised from the mine, together with the pure ore, the comparatively dead ground produced by active sinking and driving, and which will necessarily reduce the rate of value per ton supplied to the stamps, though more gold will be produced if the requisite working force be furnished. The other subject of interest is that of

Amalgamation.—It does appear from the late experiments, that there has been obtained a net gain of 8 per cent. on the produce, as returned by bates. Amalgamation in the dolly-tub has shown this, as well as in the arrastre, and the dolly-tub is a much more simple, and a less expensive machine to employ. The results have appeared so decisive, that I have stopped all washing per bates since the first of this month, consequently there no longer appears any daily produce from the stamps as usual, nor will any amalgamation go on to any extent, until a larger dolly-tub be built, and that will be ready by the 9th inst., when Mr. Leay will endeavour to bring up those nine days of arrast as quickly as possible. By amalgamation we appear to obtain about the same quantity of gold as by bates; but the bates gold is 17 carats fine, the amalgamated gold 18 5 fine. The loss per cent. in the treatment of the July ores appears 54.

C. HERRING.

THE MINE-JOBBER'S PETITION.

A PARODY.

[RESPECTFULLY DEDICATED TO WILLIAM MILLETT THOMAS, ESQ.]

Pity the sorrows of a man misled,
Whose fortune fell with mining in the muck,
Whose days for selling bates are ever fled,
Oh! give relief, and Heaven will bless your luck.

These tattered shoes my poverty declare,
This rusty hat proclaims "bal fair" is past;
My coat and breeches out of good repair,
Give daily warnings they must go at last.

Yon mine, whose buildings crest the rising ground,
With tempting premiums deeply sink my purse,
There poverty a residence has found,
And all who hold their interest there—a curse.

Hard is the fate of all who knew not mines,
Some years before the cheating mania spread,
For which they've paid their footings and their fines,
And lost their shelter, for an humbler shed.

Oh! take me to your hospitable inn,
Your inn, in which I've spent so much in grog,
Keen blows the wind, bal-winter is set in,
And I am poor and treated as a dog.

Should I reveal but half my present woe,
If mining jobbers e'er your pity claim,
Your hearts a small relief would not forego,
Nor eyes repress the sympathetic stream.

Bats send misfortunes—why should I regret?
'Tis bates have brought me to the state you see.
And many a mining jockey may be yet
As deep in mud, and misery as me.

A farm and freehold lands were once my lot,
Then like the plough-boy did I hail the morn,
But, ah! vile jobbing turned me to a sot,
My cattle sold, and left untill'd my corn.

My practice once, my trade, my whole support,
Alloyed with mining madness quailed and died,
Which leaves me now, abandoned to the sport
Of fate, to roam with poverty my guide.

My friendly purse, sweet saviour of my care,
Struck with sad lacking at the stern decree,
Fled, swiftly fled, light as a bird of air,
And left an empty poke, to bal. and me.

Pity the sorrows of a man misled,
Whose fortune fell with mining in the muck,
Whose days for selling bates are ever fled,
Oh! give relief, and Heaven will bless your luck.

—Royal Cornwall Gazette.

FROM THE LONDON GAZETTE,

Tuesday, November 14.

INSOLVENTS.

Nov. 13.—John Briggs, Appleby, Westmoreland, bookseller.
Thomas Dodson, Haydon-square, Minorities, copper-smith.
George Boughie, Bridge street, Blackfriars, tea-dealers.
BANKRUPTCY SUPERSEDED.
Thomas Foulkes, Bell-yard, Gracechurch-street, victualler.

BANKRUPTS.

W. Bonella, Banstead-street, Hackney-road, cabinet-maker. [Williams, Alfred, place, Bedford-square.
P. Jay, Watford, Herts, linen-draper. [Warne, Leadenhall-street.
W. G. Hutchinson, Lisle-street, Leicester-square, carrier. [Lawrence and Bleskarne, Bucklersbury.
R. Mower, Shoreditch, woollen-draper. [Sole, Aldermanbury.
J. Biggs, Egham, Surrey, coach-maker. [Bridger, Finsbury-circus. [road.
A. G. Roussac, Austin-francs, me chant. [Meggs, Pringle, and Manisty, Kings-T. Theobald, Newich, bombast-manufacturer. [Mli a, Hatton-garden.
W. Bevan, Brecon, maltster. [Hicknell, Roberts, and Finch, Lincoln's-inn-fields.
J. Mills, Liverpool, butcher. [Addington, Gregory, Paulkner, & Follett, Bedford-row.
W. Riddle, Lane end, Staffordshire, draper. [Chisholme, Hall, and Gibson, Lincoln's-inn-fields.
J. King, Chewstoke, Somersetshire, ochre-manufacturer. [Jones, Crosby-square.
J. E. Dumont and F. V. Ellord, Liverpool, merchants. [Chester, Staple-inn.
S. Davis, Birmingham, brass manufacturer. [Richards & Walker, Lincoln's-inn-4s.
J. Sparrow, Shutt-end, Staffordshire, seedsman. [Richards and Walker. [ins.
H. W. Rollason, Birmingham, glass-manufacturer. [Scutcheon, South-sq., Gray's-DIVIDENDS.

Dec. 7. G. Wagner, Southampton-street, Strand, linen-draper—Dec. 7. T. Elton, Henley-upon-Thames, Oxfordshire, wine merchant—Dec. 7. T. Dobson, Barge-yard, Bucklersbury, Scotch and Manches or agent—Dec. 7. C. Bevan, Great Portland-street, Marylebone, glass dealer—Dec. 5. B. Davenport, Dunster-court, Mincing-lane, merchant—Dec. 1. J. Newey, Birmingham, brass-founder—Dec. 6. G. Hill, Burslem, Staffordshire, mercer—Dec. 5. J. Silk, Kidderminster, carpet-manufacturer—Dec. 4. T. Brownson, Liverpool, victualler—Dec. 7. M. Hutton, Laverick-hall, Durham, merchant—Dec. 8. H. Gosdmiel, Staplehurst, Kent, wine-merchant—Dec. 5. T. Jackson, Liverpool, hemp-merchant—Dec. 6. F. Garfit, Swinton, Yorkshire, east-iron-founder—Dec. 6. J. Shilton, Walsall, Staffordshire, carpenter—Dec. 9. T. Eames, Pendleton, Lancashire, dyer—Dec. 16. T. L. Crumpton, Worthington Mills, Lancashire, paper-maker.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before Dec. 5.

J. M. Schaap and J. Dankaerts, George-street, Minorities, merchants—J. T. Jackson, Leadenhall-street, licensed victualler—J. B. Kirk, Barton 22, Mary, Gloucestershire, furniture-broker—J. Zanoetti, Manchester, carver and gilder—A. Davis, Arundel Sussex, chemist—Porter, Chester, attorney—J. Green and G. Eley, Birmingham, wholesale-jewellers—H. J. Goter, New Bond-street, fishmonger—F. Garfit, Swinton, Yorkshire, east-iron-founder—R. Kenyon, Cloughton, Lancashire, cotton-spinner.

Friday, November 17.

INSOLVENTS.

Nov. 16.—E. Norris, Manchester, cotton spinner.
Nov. 16.—S. Anderson, Old Broad-street, City, merchant.

BANKRUPTS.

B. Oram, Blackman-street, Southwark, chemist. [Rhodes and Co., Chancery-lane.
T. Gault, Upper Smith-street, Northampton-square, iron-master. [Wills and Co. Tokenhouse-yard. [and Gainsford, Cheapside.
E. S. Bales, Treacher's-place, Wandsworth-road, omnibus-proprietor. [Ashurst
R. Barber, R. Barber, jun., and G. Barber, Southwark-bridge-road, hat-manufacturers. [Bankart, Clement's-lane, Lombard-street.
G. Snelting, jun., Worthing, Sussex, grocer. [King and Attwaters, Cheapside.
B. and R. Wallis, Blackwall, ship-builders. [Newling, Great Carter-lane, Doctors'-commons. [Chancery-lane.
J. Bolton, Leeds, machine-maker. [Smithson and Co., Southampton-buildings.
J. Price, Birmingham, glass-manufacturer. [Phillips and Conquest, Size lane.
J. H. Gomersall, Yorkshire, wool-merchant. [Makinson and Co., Middle Temple.
J. S. Nathan, Bristol, furniture broker. [Braham, New Inn, Strand.
J. Ring, Chewstoke, Somersetshire, ochre manufacturer. [Jones, Crosby-square.
W. Snowden, J. Snowden, S. Snowden, jun., and J. Snowden, Balif Bridge, Yorkshire, worsted spinners. [Riddle and Craddock, Gray's Inn-square. [lin-fields.
J. D. Wisbech, St. Peters, Cambridgeshire, woollen-draper. [Baxter, Lincoln's W. Bawn, Liverpool, cotton dealer. [Addington, Gregory, and Co., Bedford-row.
W. Creed, Shepton Mallet, Somersetshire, grocer. [Bigg, Southampton-buildings, Chancery-lane.
T. Bunn, Great Yarmouth, Norfolk, corn-dealer. [Bartram and Co., Old Broad-st.

DIVIDENDS.

Dec. 11. R. J. Adams, Chelmsford, cabinet-maker—Dec. 9. J. Heath, Gosport, linen draper—Dec. 7. D. Scott, Mansel street, Goodman's-fields, dealer in Scotch ale—Dec. 9. R. Shea and T. Finn, Great Putney-street, tailors—Dec. 8. F. Hulton, Newgate-street, woollen-draper—Dec. 8. H. Benington, Fish-street-hill, merchant—Dec. 8. C. Coles, sen., Great Tower-street, West India-broker—Dec. 8. D. Field, Garford, Berks, mailman—Dec. 8. J. Fletcher, Abingdon, Berks, carpet-manufacturer—Dec. 9. J. Headwood, Brinkway within Heaton Norris, Lancashire, cotton-spinner—Dec. 12. T. Fletcher, Liverpool, banker—Dec. 11. C. Caswell, Denagate, Manchester, baker—Dec. 11. J. Pickard Wortley, Leeds, clothier—Dec. 18. F. Place, Leeds, tinner—Dec. 11. G. Brook, J. Raper, and B. Brook, Leeds, iron-founders—Dec. 14. C. Noddes, Leeds, tailor—Dec. 16. J. Rusher, Leeds, commission-agent—Dec. 12. S. Downs, Glemsford, Suffolk, blacksmith—Dec. 14. W. Audley, Newcastle-under-Lyme, cabinet-maker—Dec. 20. J. T. Major, and S. Major, Poole, upholsterers—Dec. 29. M. Sharp, Thornton, Yorkshire, worsted-piece-manufacturer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Dec. 8.
W. Thomas, H-lborn, linen-draper—C. Stanbridge, Lamb's-buildings, Banbury, manufacturers of artificial skins—B. Berry, Greek street, Soho, perfumer—G. Benniston and R. Laird, Liverpool, merchants—T. White, Manchester, jan-keeper—T. Howard, Burnley, Lancashire, tailor—C. Stoddart, Bank-chambers, Tokenhouse-yard, money-scrivener—T. Fordham, Leadenhall-market, goldsmith.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for British Plantation sugars still continues to advance, the extraordinary deficiency of the stock in hand causes the buyers to hold firmly, full 1s. per cwt. more has been paid this week than last, but the buyers have become reluctant purchasers. Fine grocery Jamaica brought 6s. 7½; middling good yellow, 6s. 7½; dry brown Barbice, 6s. 2½ to 6s. 3½.

THE TOTAL SALES OF THE WEEK are estimated under 2000 hhds. **COFFEES.**—The holders of these descriptions continue firm, and do not press sales; prices have again advanced 1s. per cwt. 50½ bags were sold at public auction, consisting of the better qualities, which went off with spirit; middling yellow brought 6½s. to 6½s. 6d.; fine bright, 45s. to 6½s. 6d. per cwt. **EAST INDIA SUGARS.**—In the prices of Bengal, a further advance of 1s. per cwt. has taken place, and the home consumers are still free buyers. The market is still very badly supplied with Manila and Siam, the sales are in consequence very limited.

Refined Sugars.—The market for refined sugars continues extremely bare of all descriptions of goods, the refiners are firm in their demands, consequently the buyers have been compelled to pay advanced prices; lumps to pass the standard were readily taken at 7½s. to 8½s. per cwt. Fine crushed was in demand at 3½s. per cwt., and Dutch crushed was quoted at 3½s. to 3½s.; Hambro' leaves, 8½s. to 8½s. per cwt.

COFFEES.—The prices of British Plantation coffees have been firmly maintained, indeed, some of the middling qualities which are still scarce, are again considered rather dearer. The demand from the grocers has been steady. Fine Jamaica brought from 10½s. to 11½s.; middling, 9½s. to 10½s.; good ordinary, 8½s. to 9½s. per cwt. 310 bags of Ceylon, of good quality, sold at 9½s. to 9½s. per cwt. Mucha is held for better prices.

TEA.—This market presents but very little variation in prices since last week; the clearances continue to be extensive, last week they amounted to 450,000 lbs. The late East India Company's sales of tea will close with the year. **NEW FRUIT.**—A large parcel of new Valencia Raisins has been sold this week at 4½s. per cwt.; the fine descriptions are held at 4½s.; new Chesnuts at 3½s.; new Turkey Figs go off very slowly at the present price, 6½s.; new Zante Currants sold at 6½s.; and fine Patras at 6½s. per cwt.

ROPES.—The duty being ascertained, has made the market very firm, and prices are on the advance for all kinds of ropes. Sussex Pockets, 7½s. to 8½s.; Kent ditto, 7½s. to 8½s.; and Bags at 8½s. to 11½s. per cwt.

TALLOW.—This market has been active through the week, the town as well as country dealers have purchased freely, and large sales have again been made at a further improvement of 3d. to 6d. per cwt.; fine Petersburg tallow commanded 42s.; and 41s. for parcels deliverable at the end of the year. By advices from St. Petersburg, the market has improved there.

CORN EXCHANGE, NOVEMBER 17, 1837.

Wheat... p. q. 40s to 62s | Malt... p. q. 50s to 60s | Oats... p. q. 19s to 29s
Barley... 30s to 32s | Peas... 32s to 40s | Bran... 10s to 11s
Rye... 26s to 35s | Beans... 38s to 40s | Pollard... 14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat... 30s. 5d. | Barley... 21s. 2d. | Oats... 11s. 2d. | Peas... 35s. 4d.
Rye... 30s. 5d. | Beans... 21s. 2d. | Pollard... 35s. 7d. | Peas... 35s. 4d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

DUTY ON FOREIGN CORN.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

Duties on Grains from British Possessions out of Europe.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

FLOUR, per Sack.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

PRICES OF SEEDS.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

SMITHFIELD, FRIDAY, NOVEMBER 17.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

NEWGATE AND LEADENHALL.—By the Carcase.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

ROMFORD.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

BARK.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

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15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

TINBER (per load).

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
15s. 8d. | 30s. 10d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.

SALE OF COPPER ORES AT SWANSEA.

15s. 9d. | 30s. 3d. | 21s. 3d. | 11s. 3d. | 37s. 5d. | 35s. 9d.
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15s. 8d. | 30s.

